

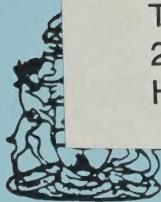
URBAN/MUNICIPAL
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1993

AGENDAS / MINUTES OF
THE TRANSPORT AND
ENVIRONMENT

JUNE 21, 1993

CA4 ON HBL A05
CSIT6
1993

The Urban Municipal Collection
2nd Floor
Hamilton Public Library



1993 June 16

NOTICE OF MEETING

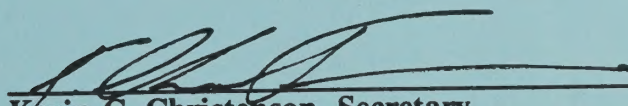
TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1993 June 21
9:30 o'clock a.m.
Room 233, City Hall

URBAN MUNICIPAL

JUN 17 1993

GOVERNMENT DOCUMENTS


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS** (9:30 o'clock a.m.)

- (a) By-law to carry out the closure, sale and retention of a portion of Eleanor Avenue, between Rymal Road and Alma Street (R-93-50)
- (b) By-law to carry out the closure and retention of Block 43, public walkway, Plan 62M-575, Janet Court (R-93-53)
- (c) Snow Clearing Charges
90 Brigade Drive
Mr. and Mrs. J. Parisi
- (d) Intersection Control/Corner Clearance
Goulding Avenue and San Pedro Drive
Alderman F. D'Amico

THE
LIBRARY OF THE
MUSEUM OF MODERN ART
1000 MUSEUM AVENUE
NEW YORK, N. Y. 10028

2. CONSENT AGENDA

3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- (a) 912613 Ontario Ltd. - (Philip Environmental Inc.)
Application for a Certificate of Approval for a
Waste Disposal Site (Processing)
- (b) Décontamination of PCBs by Rondar Inc. for Canadian Liquid Air Ltd., Hamilton
- (c) Decontamination of PCBs by Rondar Inc. for Porritts & Spencer Canada Inc.
- (d) Temporary Road Closure - Earthsong
- (e) 1993 Transit Shelter Program

4. DIRECTOR OF TRAFFIC SERVICES

Pedestrian Priority Signals

5. DIRECTOR OF PUBLIC WORKS

Amalgamation of Fleet Services Division of the Public Works Department and the City Hall
Garage Division of the Treasury Department

6. DIRECTOR OF PROPERTY

- (a) Sale of Surplus Parking Authority Lands (Information Report)
- (b) Offer to Purchase, Road Closure, Beckley Street (Copy to Follow)

7. MAYOR R. M. MORROW

Hamilton Harbour Commissioners - Windermere Basin Rehabilitation Project

8. ALDERMAN T. JACKSON

Three-way stop Control - Everest Street and Templemead Drive

9. ALDERMAN F. EISENBERGER

Ozone Shield Protection Recommendations Ecological and Environmental Advisory Committee

10. NEW BUSINESS

11. ADJOURNMENT

Transport and Environment Committee Outstanding Items

Item No.	Items	Original Date	Action	Status
1.	Criteria and report of School Crossing Guards	1992 January 6	Director of Traffic Services	Comprehensive Report Pending
2.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Director of Traffic Services	Report Pending Public Meeting
3.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Ald. M. Kiss	Tabled
4.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Ald. M. Kiss	Tabled
5.	Reserved Parking for Physically Disabled	1992 Nov. 2	C.A.O.	Prepare Report
6.	Downsizing Sanitation Crews from Three Men to Two Men	1993 March 1	C.A.O. Director of Public Works Commissioner of Human Resources	Prepare Feasibility Study
7.	1 Hunter Street Disabled Parking	1993 April 5	Director of Traffic Services	Prepare Report

Kevin C. Christenson, Secretary
1993 June 21

1(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: June 10, 1993

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED

JUN 14 1993


CITY CLERKS

SUBJECT:

To close, sell and retain a portion of Eleanor Avenue, between Rymal Road and Alma Street. (R-93-50)

RECOMMENDATION:

- a) That Eleanor Avenue between Rymal Road East and Alma Street shown as Parts 1 to 6, on Plan 62R-12366, be closed.
- b) That the By-Law to carry out the closure, sale and retention of the said lands be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd

- page 2 -
June 10, 1993

Cont'd

BACKGROUND

To complete the closure, sale and retention of Eleanor Avenue between Rymal Road East and Alma Street, as authorized by Item 2, of the 13th Report of the Transport and Environment Committee, dated October 9, 1990 and as authorized by Items 24 and 26, of the 4th Report of the Transport and Environment Committee, dated April 13, 1993.

Kid
:cb
Encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

**TO STOP-UP, CLOSE, SELL AND RETAIN
PART OF ELEANOR AVENUE BETWEEN RYMAL ROAD EAST AND ALMA STREET**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1980, Chapter 302, to stop-up, close and retain any highway or part of a highway.

AND WHEREAS The Council of The Corporation of the City of Hamilton in adopting Item 2 of the 13th Report of The Transport and Environment Committee on October 9, 1990, authorized the City to stop-up, close and sale of the Public Highway, being Part of Eleanor Avenue, more particularly described as Parts 1 to 6, on Plan 62R-12366.

AND WHEREAS the Council of The Corporation of the City of Hamilton, approved at its meeting April 13, 1993, in adopting Items 24 and 26, of the 4th Report of the Transport and Environment Committee the sales to Elio Bachetti of Parts 1, 5 & 6, on Plan 62R-12366 for the sum of \$4.00 and to Lillian Mary Snyder of Part 4 on Plan 62R-12366 for the sum of \$4.00, respectively. All in accordance with and subject to the terms and conditions of an agreement dated March 19 & 29, 1993, subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands.

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 301 of The Municipal Act for four consecutive weeks; namely May 18, 25, June 1, and 8 1993.

AND WHEREAS the Council of the Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of the By-Law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portion of the highway described as,

Part of Eleanor Avenue designated as Parts 2, 3, 5 and 6, being Part of Eleanor Avenue, Registered Plan 853; Part 1, being Part of Lot 8, Concession 8, in the geographic Township of Barton and Part 4, being Part of Parcel "A", Registered Plan 1007, all shown on Plan 62R-12366.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

And hereby stopped and closed.
2. That the soil and freehold in those portions of the said portion of the closed highway described as Parts 1, 5 & 6, on Plan 62R-12366, be sold to Elio Bachetti, or their successors in title, for the sum of \$4.00 in accordance with the provisions of the agreement above noted.
3. That the soil and freehold in the said portion of the closed highway described as Part 4, on Plan 62R-12366, be sold to Lillian Mary Snyder, or her successors in title, for the sum of \$4.00 in accordance with the provisions of the agreement above noted.
4. That an easement over Parts 2 & 6, be granted to the Union Gas.

TO STOP-UP, CLOSE, SELL AND RETAIN
PART OF ELEANOR AVENUE BETWEEN RYMAL ROAD EAST AND ALMA STREET

5. That the soil and freehold in the said portion of the closed highway be retained by the City.
6. This By-Law shall come into force and effect on the date of registration in the Land Registry Office for the Registry Division of Wentworth (No. 62).

PASSED this day of A.D. 1993.

City Clerk

Mayor

1 (b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: June 10, 1993

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED

JUN 14 1993


SUBJECT:

CITY CLERKS

To close and retain Block 43, Public Walkway, Plan 62M-575, Janet Court, Hamilton.
(R-93-53)

RECOMMENDATION:

- a) That Block 43, Plan 62M-575, designated as Parts 1 & 2, on Plan 62R-12594 be closed and retained.
- b) That the By-Law to carry out the closure and retention of the said lands be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd

- page 2 -
June 10, 1993

Cont'd

BACKGROUND

This will complete the closure and retention of Block 43, Plan 62M-575, as authorized by Item 25, of the 2nd Report of the Transport and Environment Committee, dated February 9, 1993.

The sale of the Alley will be resolved shortly, after the sale of one of the properties abutting the Alley has closed and discussions have been held with the new owners.

Kid
cb
Encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department
cc/Alderman Agostino

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

TO STOP-UP, CLOSE AND RETAIN
ALL OF BLOCK 43, PLAN 62M-575 (PUBLIC WALKWAY)

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 301 of The Municipal Act, Revised Statutes of Ontario, 1980, Chapter 302, to stop-up, close and retain any highway or part of a highway.

AND WHEREAS The Council of The Corporation of the City of Hamilton in adopting Item 25 of the 2nd Report of The Transport and Environment Committee on February 9, 1993, authorized the City to stop-up, close and retain the Public Walkway, being Block 43, Plan 62M-575, more particularly described as Parts 1 & 2, on Plan 62R-12594.

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands.

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 301 of The Municipal Act for four consecutive weeks; namely May 25, June 1, 8, and 15 1993.

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of the By-Law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portion of the highway described as,

All of Parcel Public Walkway -1, Section 62M-575.

Those parts of Block 43, Plan 62M-575, in the geographic Township of Barton, designated as Parts 1 & 2, on Plan 62R-12594.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being All of the Parcel.

And hereby stopped, closed and retained.

2. This By-Law shall come into force and effect on the date of registration in the Land Registry Office for the Registry Division of Wentworth (No. 62).

PASSED this day of A.D. 1993.

City Clerk

Mayor

CITY OF HAMILTON
- RECOMMENDATION -

1(c)

DATE: 1993 May 10

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

RECEIVED

MAY 12 1993

SUBJECT: Snow Clearing Charges - 90 Brigade Drive (PW93.0320)

CITY CLERKS

RECOMMENDATION:

That the appeal by Mr. and Mrs. J. Parisi for snow removal charges totalling \$304.50 at 90 Brigade Drive be denied.

D. Lobo

D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If the charges are not assessed, the General Tax Levy will be burdened by the \$304.50 not collected and potentially as well by the \$95,152.26 in snow clearing costs assessed to the other 314 properties where charges were assessed.

BACKGROUND:

Mr. & Mrs. Parisi have requested that this matter be forwarded to the Transport and Environment Committee for resolution.

In response to Mr. & Mrs. Parisi's concerns, staff checked and confirmed:

1. that the Public Works Department received a complaint with respect to the sidewalks not being cleared at 90 Brigade Drive.
2. that upon investigating on March 2, 1993, staff found that the sidewalk at this location had not been cleared and left the attached "Snow Notice".

3. that prior to the work being done, the crew took a polaroid picture of the sidewalk with snow on it, confirming that the sidewalk had not been cleared. Attached are copies of the pictures taken at 90 Brigade Drive.
4. that the work had been charged to the property taxes in accordance with Council's resolution at \$3.50 per square metre.

$$87 \text{ square metres} \times \$3.50 = \$304.50$$

5. that the attached "Snow Clearing Charges Assessed" notice was left in the mailbox subsequent to clearing the snow.

According to the information available to staff, staff adhered to the policy passed by City Council, cleared the snow from the sidewalk and charged \$3.50 per square metre, therefore staff are not in a position to rescind the snow clearing charge.

/jdh
Attach.





THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

SNOW CLEARING CHARGES ASSESSED



Don't be slow...
clear your snow

DATE MARCH 3/93

TIME 2³⁰ PM

ADDRESS 90 BRIGADE ST

PREVIOUSLY, ON MARCH 2/93, A SNOW NOTICE
WAS LEFT AT THIS ADDRESS REQUESTING YOUR COOPERATION TO
CLEAN THE SNOW/ICE FROM THE SIDEWALK ADJACENT TO THIS
PROPERTY, WITHIN 24 HOURS OF A SNOWFALL.

HOWEVER, DURING A SECOND INSPECTION, BECAUSE THE
SNOW/ICE WAS NOT CLEARED AWAY, IN COMPLIANCE WITH
STREETS BY-LAW NO. 9329, SECTION 7, IT WAS NECESSARY FOR
THE CITY TO ARRANGE TO CLEAR THE SNOW FROM THE SIDEWALKS
ABUTTING THIS PROPERTY.

THIS NOTICE IS TO ADVISE YOU THAT THE COSTS INCURRED
WILL BE CHARGED TO YOUR PROPERTY TAXES.

87 x \$3.50 per square metre = \$ 304.50

FOR INQUIRIES PLEASE CALL 546-2785

DEPARTMENT OF PUBLIC WORKS
REPRESENTATIVE

COMPLETE IN TRIPLICATE

- 1 - Property Owner
- 1 - District Copy
- 1 - Office Copy



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

SNOW NOTICE

DEAR RESIDENT:

Date MARCH 2/93 Time 12:40 PM

Address 90 BRICADE



**Don't be slow...
clear your snow**

When snow and ice are not cleared from the sidewalks, walking for pedestrians, the seniors, the handicapped, as well as children, is very hard and dangerous. When your sidewalks have not been cleared, the Public Works Department will make arrangements to have the sidewalk cleared.


If it is necessary for the Public Works Department to clear the snow and ice away from the sidewalks adjacent to your property, the charge for doing this work will be \$3.50 per square metre or \$0.33 per square foot. To be fair to the thousands of owners who cleared the snow from their sidewalks, all costs associated with clearing the snow from the sidewalk adjacent to your property will be assessed to your property taxes.

For your information, Streets By-Law No. 9329, regarding Snow Clearing of City Sidewalks, reads as follows:-

By-law No. 9329 Respecting Streets, provides that all persons occupying premises in the City of Hamilton, shall as soon as reasonably practicable after every snowfall, and in any event within twenty-four (24) hours, clear away from the sidewalk adjoining their premises, all snow and soft ice and slush which may be at any time on such sidewalk, by depositing it back of the sidewalk and not on the travelled portion of the highway, and it shall not be deposited in such a manner as to obstruct drainage to any gutter, drain or sewer, or render themselves liable to a penalty provided for under this By-law.

Complete in Triplicate

- 1 - Property Owner
- 1 - District Copy
- 1 - Office Copy


DEPARTMENT OF PUBLIC WORKS
REPRESENTATIVE

FOR FURTHER INFORMATION PLEASE CALL 546-2785

2 April 1993

City Hall
City Clerk's Department
Transportation and Environment Committee
71 Main Street West
Hamilton, Ontario
L8N 3T4

RECEIVED

APR 05 1993

To Whom It May Concern:

CITY CLERKS

RE: SNOW REMOVAL

May this letter serve as a formal appeal regarding charges levied to my property taxes for snow removal at my residence on 90 Brigade Drive, Hamilton.

A snow notice was left at the above address on March 2, 1993 while the occupants were away on vacation. Consequently, the notice could not be acted upon. The Public Works Department proceeded to clear snow away from the sidewalk budding the above property with cost being applied to the property taxes of the occupants. These charges are unjust. I have lived in Hamilton for over 25 years and I have never seen or heard any public information regarding charges for snow removal. Despite Mr. Burburic's claim to the contrary. Notwithstanding this, the fact that the occupants were away for the week in question makes it impossible for them to have acted on the snow removal notice. The levying of such charges at such a preposterous rate without due consideration for such mitigating factors is clearly unfair and unreasonable. Your reconsideration in this above matter is greatly appreciated.

Sincerely,



Joseph L. Parisi

JP/al



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

93.0320

1993 April 8

Mr. Joseph L. Parisi
90 Brigade Drive
Hamilton, Ontario
L9B 2E6

Re: Snow Removal - Streets By-Law 9329

In response to your letter dated April 2, 1993, with respect to the above, please be advised I have investigated your concerns and have the following to report:

Streets By-Law 9329 requires all property owners to clear the abutting sidewalks to their premises as soon as practical or in any event within 24 hours after a snow fall. On March 1, 1993, Public Works received a complaint from an area resident with respect to the snow on your sidewalk not being removed.

As a courtesy, Public Works then responded on March 2, 1993, by leaving a Snow Notice. On March 3, 1993, a second inspection was made and because the snow/ice was not cleared from the sidewalk, this Department took pictures, cleared the sidewalks, charged \$3.50 per square metre and left a Snow Clearing Charges Assessed Notice.

According to the information available to staff, staff adhered to the policy passed by City Council, cleared the snow from the sidewalk and charged \$3.50 per square metre and are, therefore, not in a position to rescind the snow clearing charges.

The charge of \$3.50 covers all costs incurred including: supervision, equipment, material and labour, as a means for the City to recover all of its costs whenever work has to be done to clear snow/ice from municipal sidewalks. In this way, the residents who do clear their sidewalks are not taxed for work that is done for someone else.

Furthermore, please be advised that this By-law is advertised by our Department every year. This year, the inserts in the Hamilton Spectator were:

Saturday, November 28, 1992
Saturday, December 12, 1992
Saturday, January 16, 1993
Saturday, February 20, 1993
Saturday, March 13, 1993

In addition to the Hamilton Spectator, this Department advertises the By-Law by the placement of a banner across Main Street West (in front of City Hall) the second week of December, through Community Announcements on Cable 14, and the Mountain News (insert dates: December 9, 1992, January 13, 1993, February 10, 1993, March 10, 1993).

In conclusion, if you still want to take this matter to the Transport and Environment Committee, please contact me at (416) 546-4623.



D. LOBO
DIRECTOR OF PUBLIC WORKS

/jdh

c.c. Mr. Kevin Christenson, Secretary, Transport and Environment Committee

PUBLIC WORKS DEPARTMENT

MEMORANDUM

*******RECEIVED*******

MAY 12 1993

TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

YOUR FILE: _____
CITY CLERKS

FROM: Mr. D. Lobo
Director of Public Works
Public Works Department

OUR FILE: 93.0320.00
PHONE: 546-4622

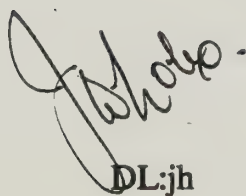
SUBJECT: Mary Lou & Joseph Parisi
Snow Clearing Charges - 90 Brigade

DATE: 1993 May 12

Please be advised that Mary Lou Parisi has indicated to my Administrative Assistant, Jane Hudspeth, that she and her husband would like to appear before the next Transport & Environment Committee to appeal the snow clearing charge they received on March 3, 1993, in the amount of \$304.50, for the above address.

Would you please notify Mr. & Mrs. Parisi of the date, time and location when they are to appear before the Transport & Environment Committee.

Thank you for your attention to this matter.


DL:jh

c.c. Mr. & Mrs. J. Parisi
90 Brigade Drive
Hamilton, ON L9B 2E6
Tel. No. (416) 385-1331

C
1 (d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 December 16

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JAN 2 9 1993

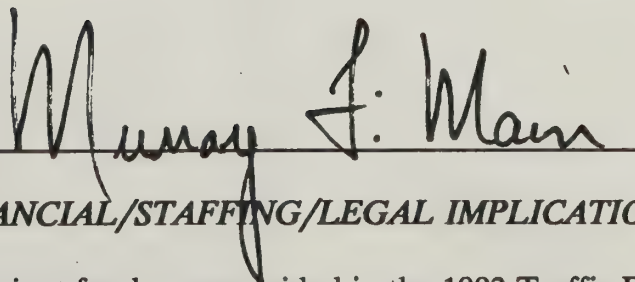
SUBJECT:

CITY CLERKS

Intersection of Goulding Avenue and San Pedro Drive - Intersection Control/Corner Clearance. [TEC-273-92]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the west side of Goulding Avenue commencing at San Pedro Drive and extending to a point 73 feet northerly therefrom; and
- b) That no action be taken on the request for all-way stop control at the intersection of Goulding Avenue and San Pedro Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Ross and Alderman Frank D'Amico have submitted a petition signed by several area residents requesting that four-way stop control be implemented at the intersection of Goulding Avenue and San Pedro Drive.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on San Pedro Drive is required to stop for northbound and southbound traffic on San Diego Court/Goulding Avenue. Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years. This is a good collision record for this type of intersection.

The Traffic Department has assessed this request, and has its usual concerns respecting unwarranted four-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic and unwarranted stops signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year.

For the above-noted reasons, the Traffic Department does not support the request for four-way stop control at the intersection of San Pedro Drive and San Diego Court/Goulding Avenue.

Notwithstanding, an investigation has revealed that the stop signs are well located and readily visible. However, visibility at the intersection is obstructed to some degree by parked vehicles on the west side of Goulding Avenue, north of San Pedro Drive. Therefore, the Traffic Department recommends that a corner clearance be implemented on the west side of Goulding Avenue, north of San Pedro Drive.

¹⁴⁴
CVB/ca





CITY COUNCIL
HAMILTON, CANADA

Alderman Don Ross

Chairman - Economic Development & Planning
Chairman - Finance & Administration

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES: (416) 387-1842 - Ward 8

May 12, 1993.

TO: Murray Main,
Director of Traffic Services.

FROM: Don Ross,
Alderman, Ward 8.

SUBJECT: SAN PEDRO AND GOULDING - REQUEST FOR FOUR-WAY STOP
CONTROL.

Could you please arrange to have the attached put into the package regarding the "Stop Sign".

Thanks.

Don Ross,
Alderman, Ward 8.

DR:dd

Attach.

FILE				
REC'D MAY 13 1993				
To	Initials	Info	Act	R
M.F.M.	<i>[Signature]</i>			
H.L.S.				
R.W.K.				
M.B.H.				✓
R.W.H.				
W.L.D.				
B.J.M.				
M.A.S.				
G.J.F.				
E.R.A.				

HAMILTON FIRE DEPARTMENT

55 King William Street
Hamilton, Ontario L8R 1A2
Telephone (416) 546-3333 FAX (416) 546-3344

*Please call (416) 546-3333 if you do not receive this
FAX in full or if there is an error in transmission*

DATE: May 6, 1993

TO: Aldermen D'Amico and Ross

FROM: Captain David Cossette
Public Relations Officer 546-3377

MESSAGE: Re: attached notice, I wish to go on record that I concur with the recommendations of the Traffic Department for the reason that the intersection is not a dangerous one since there are already two stop signs in place and the fact there has only been one accident there in 7 years speaks for itself. Perhaps even more important is that while a knee jerk reaction to put up stop signs for a myriad of reasons might be viewed as politically expedient, the fact is that there is a negative effect on the environment every time one is installed. It should also be noted that my wife has changed her position on the matter since she signed the petition.

cc. M. Main, Director of Traffic Services.



May 3, 1993

Mrs. Judith Cossette
81 Goulding Avenue
Hamilton, Ontario
L9C 5L8

RE: San Pedro and Goulding - Request for Four-Way Stop Control

Dear Mrs. Cossette:


Further to the petition you and your neighbours signed requesting the installation of four-way stop control at the intersection of San Pedro and Goulding. For your information, the Traffic Department conducted their investigative studies into the feasibility of implementing your request. Unfortunately, the Traffic Department recommended against the requested stop control because according to their records, only one reported collision occurred at this intersection in the past seven years.

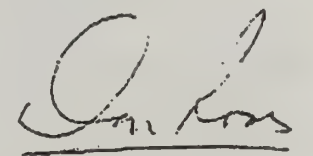
Notwithstanding, this matter will be on the agenda for the next meeting of the Transport and Environment Committee, under delegations. Therefore you are invited to be in attendance to voice your opinions/comments to the T. & E. Committee members. The meeting is to be held on:

Monday, June 21, 1993
9:30 a.m.
Room 233 - City Hall

We look forward to seeing you on Monday, June 21, 1993. In the meantime, if you have any questions/concerns or require our assistance with another matter, please don't hesitate to call our offices at 546-2730.

Yours very truly,


Alderman Frank D'Amico
Ward 8


Alderman Don Ross
Ward 8

/ck

CITY OF HAMILTON

-RECOMMENDATION-

3(a)

DATE: 1993 June 11
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: 912613 Ontario Ltd. (Philip Environmental Inc.) - Application for a
Certificate of Approval for a Waste Disposal Site (Processing)

RECOMMENDATION:

- a) That the West Central Branch of the Ontario Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to 912613 Ontario Ltd. receiving a Certificate of Approval to operate a Waste Disposal Site (Processing) located at 1579 Burlington Street East in Hamilton; provided that the following conditions be incorporated within their Certificate of Approval:
- i) The owner/operator of this site is to ensure that all site activities as applicable are in compliance with "The Ontario Fire Code" and "N.F.T.A. 30 Flammable and Combustible Liquids Code";
 - ii) The owner/operator of this site is to ensure that all site activities are in compliance with all regulations enforced by the Fuel Safety Branch of the Ministry of Consumer and Commercial Relations;
 - iii) All new construction or any alterations/renovations to be carried out on site are to be conducted under permit from the City of Hamilton Department of Buildings;
 - iv) The owner/operator of this site is to ensure that a complete and concise inventory of all products stored on site including M.S.D.S. sheets are maintained and are available upon request;
 - v) All environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;

Cont'd...

912613 Ontario Ltd. (Philip Environmental Inc.) - Application for a Certificate of Approval for a Waste Disposal Site (Processing)

RECOMMENDATION:(Cont'd)

- b) That a copy of this report and its attachments be submitted to the West Central Branch of the MOEE for their consideration in the preparation of the Certificate of Approval regulating the operation of the facility proposed by 912413 Ontario Ltd.;
- c) That the MOEE be requested to forward a copy of the Certificate of Approval upon its completion to the Regional Municipality of Hamilton-Wentworth's Waste Management Division.



P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Office of the Ministry of the Environment and Energy has received an application from 912613 Ontario Ltd. for a Certificate of Approval to operate a Waste Derived Fuel Site, located at 1579 Burlington St. E. Hamilton. The MOEE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Regulation 347 of the Environmental Protection Act defines a waste derived fuel site as: "a waste disposal site where waste derived fuel is wholly utilized as a fuel or fuel supplement in a combustion unit used principally for functions other than waste management and, for hazardous waste or liquid industrial waste, the site may include blending or bulking facilities but may not include facilities for treatment or processing of waste derived fuel generated off the site".

Cont'd...

912613 Ontario Ltd. (Philip Environmental Inc) - Application for a Certificate of Approval for a Waste Disposal Site (Processing)

BACKGROUND:(Cont'd)

Numbered company 912613, a subsidiary of Philip Environmental Inc., has applied for approval for a Waste Derived Fuel Site to burn waste oil generated by the Philip Environmental Inc. group of companies. The waste oil will supplement the natural gas currently used as a fuel for the production of steam in the Foster Wheeler Boiler which is located at the site. A firing rate of < 10 tonnes/day of waste oil will supplement natural gas use.

The Certificate of Approval will be limited to the steam boiler plant and associated storage tankage at 1579 Burlington St. E.. The boiler will supply comfort heat for the adjacent building (formerly the Firestone Tire and Rubber Company) which is currently used as a: warehouse, a fabricating/repair shop, for office space, a flea market and recycling facilities (Third Sector Recycling).

Waste oil will be received, stored and tested in a new 27 000 litre storage tank, located at the 1579 Burlington Street site, to ensure compliance with MOEE fuel quality guidelines. The quality of the waste oil will meet MOEE waste derived fuel criteria (ie: maximum level of Arsenic 5 ppm, Cadmium 2 ppm, Total Halogens 1,500 ppm). After the oil is tested, and if it complies with MOEE guidelines it will be transferred to a 272 000 litre storage tank also located on the site.

The oil storage tanks will be contained within a concrete blocked storage area in keeping with the "Guidelines for Environmental Protection Measures at Chemical Storage Facilities", and will provide 110% containment of the larger tank volume. These proposed measures should ensure that in the event of a catastrophic spill or leak, the contents of either tank would be held within the containment area.

The proponent's application is currently being reviewed by staff from the West Central Branch of the MOEE, who in order to properly assess the viability of the proposed project, must obtain comments from other municipal regulatory agencies which may have jurisdiction over land use, traffic, noise, and potential impact of the proposed operations on the abutting properties and the environment.

Waste Management staff met with the proponents on May 18, 1993 to discuss their proposal and determine if there are any outstanding Regional or Municipal concerns which may not have been addressed in their proposal. Relevant portions of the proposal, which were received at the meeting, were circulated to the appropriate City and Regional Departments for their comments.

Cont'd...

- Page 4 -
1993 June 11

912613 Ontario Ltd. (Philip Environmental Inc.) - Application for a Certificate of Approval for a Waste Disposal Site (Processing)

BACKGROUND:(Cont'd)

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, Fire Department, Noise Control, and Regional staff representing Environmental Service Department and Planning, are appended to this report. The response provided by the City of Hamilton Fire Department should be reviewed in further detail, otherwise there are no outstanding City or Regional issues or concerns within these responses.

CR/
Attach.

cc. L. Sohal, Secretary, Environmental Services Committee

ENVIRONMENTAL SERVICES

MEMORANDUM

TO: V. Terluk
Supervisor, Solid Waste Operations
Department of Environmental Services

YOUR FILE:

FROM: E. Goodger
Supervisor, Industrial Waste Section
Department of Environmental Services

OUR FILE:
PHONE: (416) 546-4490

SUBJECT: Application for a Certificate of
Approval for a Waste Derived Fuel Site
for the old Firestone Building
912613 Ontario Ltd.

DATE: 1993 May 28

Philip will be trucking waste derived fuels, obtained from a variety of sources, to this site to be burned in the existing conventional steam utility boiler to supply comfort heat to this structure only. Presently this facility houses Third Sector Recycling and a flea market with the rest of the available space devoted mainly to warehousing. Natural gas, presently used to fire the boiler, will be used as a supplement to the waste derived oil fuel.

With regard to sewer use for the above facility and within the limits of this jurisdiction, an inspection of 1579 Burlington St. E., Hamilton, was carried out. This inspection was limited to the fuel storage tank area and boiler plant.

Philip proposes to construct a new 27,000 l. storage tank in addition to the existing 272,000 L storage tank located in a concrete block dyked containment area. Waste oil will be initially discharged from tanker to the smaller tank. This will allow testing by Philip to ensure compliance with fuel quality standards. Philip further proposes to increase the containment volume of the dyked area to 312,400 L, in keeping with the "Guidelines for Environmental Protection Measures at Chemical Storage Facilities" and as the waste oil storage is defined as a "Combustible Liquid". This would provide 110% containment of the larger tank volume. These measures should ensure that in the event of a catastrophic spill or leak, the contents of either tank would be held within the containment area.

Charles Hailes, Philip's Manager Environmental Affairs informed me that spill or drip pans would be used for spill protection during unloading to the oil storage tank. Under these circumstances, the possibility of oil migrating to storm catch basins on site is remote.

Cont'd..

-Page 2-
May 27, 1993

**Application for a Certificate of
Approval for a Waste Derived Fuel Site
for the old Firestone Building
912613 Ontario Ltd.**

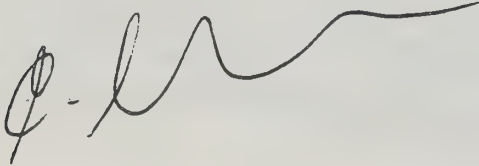
Cont'd..

This proposal does present any new or increased potential sewer use impact with the exception of the aforementioned.

A further site inspection should be carried out following installation of the 27,000 L receptor tank and re-furbishing/enlarging of the containment area.

Please advise us of the status of the application so that we can take further action should the application be approved.

WP/QR

A handwritten signature in dark ink, consisting of a stylized 'P' followed by a series of loops and a long horizontal stroke.

PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH

MEMORANDUM

TO: Val Terluk
Supervisor, Solid Waste Operations
Environmental Services Department

FROM: Victor Abraham
Director of Local Planning

SUBJECT: 1579 Burlington Street East -
Application for a Certificate of
Approval for a Waste Derived Fuel Site

ENVIRONMENTAL SERVICES
MAY 27 1993
FILE: *****
Director
YOUR FILE: E308-0 COMMENTS
OUR FILE: OP-COMP(C)
DATE: May 26, 1993
FILED BY:

This memorandum is in response to your memorandum dated May 19, 1993. The subject lands are situated in Industrial Sector "F" in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

- A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.
- A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The application for the Ministry of the Environment Certificate of Approval is to develop a "waste derived fuel site" to burn waste oil as an energy source in a "Foster Wheeler Boiler" that would provide comfort heat for an adjacent building (the former Firestone Tire and Rubber plant). The proposal does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

c.c. A.L. Georgieff, Regional Planning Branch

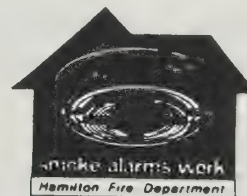


**Hamilton Fire Department
Fire Prevention Bureau**

**City of
HAMILTON**

55 King William Street, Hamilton, Ontario, L8R 1A2
Tel. (416) 546-3350 / Fax (416) 546-3359

26 May 1993



Mr. Val Terluk
Supervisor, Solid Waste Operations
Environmental Services Department
The Region of Hamilton-Wentworth
35 King Street East, 4th Floor
Hamilton, Ontario
L8N 4A9

Attention: Val Terluk

Dear Sir

**Re: 912613 Ontario Ltd.
Application for a Certificate of Approval
for a Waste Derived Fuel Site**

In response to your letter dated May 19, 1993 concerning a proposed waste derived fuel site at 1579 Burlington Street East, Hamilton, this Department would request that the following conditions be applied to this application.

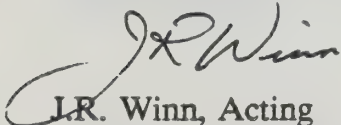
1. The owner/operator of this site is to ensure that all site activities are in compliance with the following, as applicable:
 - a) The Ontario Fire Code
 - b) N.F.P.A. 30 "Flammable and Combustible Liquids Code"
2. The owner/operator of this site is to ensure that all site activities are in compliance with all regulations enforced by the Fuel Safety Branch of the Ministry of Consumer and Commercial Relations.
3. All new construction or any alterations/renovations to be carried out on site are to be conducted under permit from the City of Hamilton Department of Buildings.

- cont'd -

4. The owner/operator of this site is to ensure that a complete and concise inventory of all products stored on site including M.S.D.S sheets are maintained and are available upon request.

Inclusion of the above noted items would address any concerns this Department may have regarding this proposed Certificate of Approval.

Yours truly



J.R. Winn, Acting
Chief Fire Prevention Officer

JPV/tg

c.c. Chief G. Baker



**City of
HAMILTON**

TRAFFIC DEPARTMENT

71 Main Street West, Hamilton, Ontario, L8N 3T4
Tel. (416) 546-4510 / Fax (416) 546-2419

1993 June 4

Mr. Jim Halliday
Director of Environmental Services
Environmental Services Department

Attention: Mr. Val Terluk
Supervisor, Solid Waste Operations

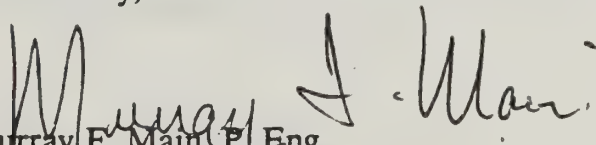
Dear Sir:

Re: 912613 Ontario Ltd.
Application for a Certificate of Approval
for a Waste Derived Fuel Site

ENVIRONMENTAL SERVICES	
JUN 08 1993	
FILE:	COMMENTS:
Director	
Finance & Adm.	
Prog. & Pre. Design	
Plant Oper.	
Intra. Maint.	
Waste Cont.	
Lab.	
Admin. Serv.	

In response to your memo dated 1993 May 19, we have not identified any transportation related problem which would occur as a result of approval of the application.

Yours truly,


Murray F. Mann, P. Eng.
Director of Traffic Services

MFM/jd



MEMORANDUMPLANNING & DEVELOPMENT DEPARTMENT
STRATEGIC PLANNING DIVISION

Date: June 2, 1993

File: 768.42

To: Val Terluk

From: Bill Pearce *BP*

Ext. 4178

Re: 912613 Ontario Ltd., Application for a Certificate of
Approval for a Waste Derived Fuel Site

Further to your memo of May 19, 1993 regarding the above, please be advised that the proposal is not in conflict with the Regional Official Plan.

cc. Alex Georgieff
Guy Paparella

THE CORPORATION OF THE CITY OF HAMILTON

BUILDING DEPARTMENT

MEMORANDUM

TO: Mr. Colin Rodgerson
Solid Waste Operations
Environmental Services Department

YOUR FILE: E308-01

FROM: Mr. Willie Wong, P. Eng.
Manager of Customer Services
Building Department

OUR FILE: Property
PHONE: 546-2766

SUBJECT: Waste Derived Fuel Site
1579 BURLINGTON STREET EAST

DATE: May 27, 1993

The above noted site is located in a "K" Heavy Industrial zone, which permits the manufacture of all types of petroleum products.

Therefore, this Department has no objection to the proposal as it was described in your submission dated May 19, 1993.



Willie Wong, P. Eng.


EB/zr

ENVIRONMENTAL SERVICES	
JUN - 1 1993	
FILE:	COMMENTS:
Director	
Finance & Adm.	
Prog. & Pre. Design	
Plant Oper.	
Infra. Maint.	
Waste Mgmt.	
Labs	FILED BY:
Adm. Asst.	

CONSENT AGENDA

**Transport and Environment Committee
Monday, 1993 June 21
9:30 o'clock a.m.
Room 233, City Hall**

AGENDA

A. ADOPTION OF THE MINUTES

- i. Minutes of the Meeting held 1993 May 3
- ii. Minutes of the Special Meeting held 1993 May 25

URBAN MUNICIPAL

JUN 17 1993]

B. DIRECTOR OF TRAFFIC SERVICES

GOVERNMENT DOCUMENTS

i. Parking Regulations

- (a) West 1st Street between McElroy Road West and Wembley Road
- (b) No. 288 Montrose Avenue - Request to Removal an Existing "Permit Parking" By-law Entry
- (c) Douglas Street Between Shaw Street and Burton Street
- (d) East 42nd Street between Ninth Avenue and Tenth Avenue
- (e) Beaverton Drive between Upper Sherman Avenue and Acadia Drive
- (f) Glen Forest Drive
- (g) East 27th Street between Fennell Avenue East and MacKenzie Road
- (h) West 1st Street between Monarch Road and Wembley Road
- (i) West Side of West 3rd Street between Monarch Road and Wembley Road
- (j) East Side of Laurier Drive between Delmar Drive and South Bend Road West
- (k) Ray Street North between Peter Street and Napier Street
- (l) South Side of Robert Street, East of Cathcart Street
- (m) South Side of Albright Road, East of Mt. Albion Road
- (n) No. 159 Ferrie Street East - Request for a reserved "Permit Parking" regulation for a disabled resident

- (o) No. 35 Garfield Avenue North - Request for a reserved "Permit Parking" regulation for a disabled resident**
- (p) No. 88 San Remo Drive - Removal of a disabled "Permit Parking" regulation**
- (q) No. 5 Lyndhurst Street - Request for a reserved "Permit Parking" regulation for a disabled resident**
- (r) No. 145 Grant Avenue - Request for a reserved "Permit Parking" regulation for a disabled resident**
- (s) South Side of Market Street, West of Queen Street North**
- (t) South Side of Harrison Avenue, East of Harmony Avenue**

ii. Intersection Control

- (a) Leland Street at Royal Avenue or at Ward Avenue**
- (b) Intersection of Cranbrook Drive and Stanlow Crescent**
- (c) Intersection of Donn Avenue and Highridge Avenue**
- (d) Intersection of Glen Forest Drive and Golfcrest Road**
- (e) Intersection of Blackthorne Avenue and Fieldway Drive**
- (f) Intersection of Brigade Drive and Essling Avenue**
- (g) Intersection of Lawnhurst Drive and Lawnview Drive**
- (h) Intersection of Borodino Court and Essling Drive**
- (i) Intersection of Fiona Crescent and Fiona Crescent and Joseph Court**
- (j) Intersection of Dromore Crescent and Paisley Avenue North**

iii. Wheel Chair Loading Zones

- (a) No. 389 Strathearne Avenue**
- (b) No. 12 East 23rd Street**

- iv. **School Crossing Guards**
 - (a) Emerson Street and Sussex Street
 - (b) Kingfisher Drive and Heron Place/Sparrow Court
 - (c) Main Street East and Walter Avenue
- v. **Neighbourhood Watch Program for the Gibson Neighbourhood**
- vi. **Traffic By-law No. 89-72 Amendment - Coins Accepted by Parking Meters**
- vii. **Hamilton Street Railway - Addition of Bus Stops**
 - College Route
- viii. **No Stopping Clearances at Traffic Signals**
- ix. **Application to lease a portion of the boulevard of Bristol Street - institutional land use**

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- i. **Temporary Road Closures**
 - (a) East 34th Street Community Group - Street Dance
 - (b) Hess Street South between George Street and King Street
- ii. **1993 Expenditures Related to Subdivisions (Land Acquisition)**
 - Rymal Square Estates - Phase 4
- iii. **1993 Expenditures Related to Subdivisions**
 - Allison Estates, Phase 1
 - Claudette Gardens, Phase 4
- iv. **Additional Monies for Servicing Costs on Fieldway Drive, Hamilton**
- v. **Edan Heights - Phase 3, Hamilton**
- vi. **Encroachment Agreements**
- vii. **Street Incorporation**

D. DIRECTOR OF PUBLIC WORKS

- i. Closure of Dundurn Street Steps**
- ii. Closure of Public Works Department Streets Division Capital Projects**
- iii. Proposed construction of a Finished Roadway and Concrete Curbs on Dulgaren Street from Upper Sherman to approximately 72 m easterly**
- iv. 1993 Wheelchair Ramp Programme**

E. DIRECTOR OF PROPERTY

- i. Tenancy Agreement
2787 King Street East (Lower)
R. and G. Moore**
- ii. Alley Closure and Sale
Lands at the rear of 34 Thorndale Street North**

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

**INFORMATION
REPORTS**

**TRANSPORTATION AND ENVIRONMENT
COMMITTEE**

Date	From	Subject	Date
1993 April 21	Ted Gill Senior Director Roads Department	Construction Status and 1993 Construction Schedule as of 1993 April 21	1993 April 28
1993 May 20	Dan Vyce Director of Property	Sale of Surplus Parking Authority Lands	1993 May 20
1993 May 18	Doug Lobo Director of Public Works	Storm Damage Update April, 1993	1993 May 26
1993 May 25	Ontario Ministry of Environment and Energy and Environment Canada Atmospheric Environment Service	The Ontario Air Quality Advisory Program Information Package	1993 June 3
1993 May 17	Ministry of Environment and Energy	News Release - Ontario's Comprehensive Fluorocarbon regulation to protect ozone layer	1993 June 7
1993 June 11	P. J. Halliday Senior Director Environmental Services Department	Establishment of PCB Storage Facilities	1993 June 14
1993 May 7	Ted Gill, Senior Director Roads Department	Windermere Basin Rehabilitation Project	1993 June 15
1993 May 20	Murray Main, Director Traffic Services	Parking Enforcement in the Central Business District	1993 June 15
1993 June 15	Ted Gill, Senior Director Roads Department and Doug Lobo, Director of Public Works	Cost Share Maintenance of of Streetscape Annuals and Perennials	1993 June 15

Kevin C. Christenson, Secretary
1993 June 21

Monday, 1993 May 3
9:30 o'clock a.m.
Room 233, City Hall

2(A)(i)

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also present: Alderman D. Agostino
Ms. B. Price, Hamilton Safety Council
Ms. S. Wilson, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. D. Lobo, Director of Public Works
Mr. R. Meiers, Department of Public Works
Mr. V. Zingaro, Roads Department
Mr. D. Hume, Hess Street South
Mr. S. Gratton, C.U.P.E., Local 5
Mr. T. Christison
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Snow Clearing Charges - Genco Limited**

The Committee was in receipt of correspondence dated 1993 April 13 from the Director of Public Works respecting snow clearing charges for the south east corner of King William Street and Ferguson Avenue.

The Committee was also in receipt of a letter dated 1993 March 18 from Ms. T. Cholowsky, Genco Limited respecting snow clearing charges - 1993 January 20, March 4 and March 9 for a total of \$1,181.25.

As no delegation was present, the Committee approved the following recommendation:

That the appeal by Ms. Cholowsky on behalf of Genco Ltd. for snow removal charges totalling \$1,181.25 at the south-east corner of King William Street and Ferguson Avenue, be denied.

***Alderman Kiss recorded as opposed.**

(b) **Intersection Control/Corner Clearance
Intersection of Goulding Avenue and San Pedro Drive - Alderman F. D'Amico**

The Committee was in receipt of a report dated 1992 December 16 from the Director of Traffic Services respecting the intersection of Goulding Avenue and San Pedro Drive.

As the request of Alderman D'Amico, the Committee agreed to table this item until the next meeting.

(c) **Intersection of Duke Street and Hess Street South - Alderman V. J. Agro**

At the request of Alderman Agro, Item 6 of the Agenda was moved to delegations in order to hear a presentation by Mr. D. Hume on the subject of the intersection of Duke Street and Hess Street South.

The Committee was in receipt of correspondence dated 1993 March 30 from Alderman V. J. Agro respecting the intersection of Duke Street and Hess Street South as well as background information on the subject. Alderman Agro spoke to the issue and detailed the background information. Mr. Main spoke to the issue and stated that while there were more accidents than desirable at this intersection, he felt that an all-way stop would not alleviate the problem. Mr. David Hume appeared before the Committee and stated that he along with other residents feel that an all-way stop at this intersection would address the problems of accidents. He distributed a picture showing an accident scene at the intersection which occurred 1993 May 2.

Following considerable discussion, the Committee approved the following recommendation:

- (a) That an all way stop control be implemented at the intersection of Duke Street and Hess Street South.
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

***Recorded Vote**

**YEAS - Alderman Kiss, Alderman D'Amico, Alderman Jackson Alderman Morelli,
Alderman Agro**

NAYS - Alderman Wilson, Alderman Eisenberger, Alderman Merling

CARRIED.

2. CONSENT AGENDA

(a) ADOPTION OF THE MINUTES

- i. The minutes of the meeting held 1993 April 5 were adopted as circulated.
- ii. The minutes of the special meeting held 1993 April 6 were adopted as circulated.

(b) **DIRECTOR OF TRAFFIC SERVICES**

i. **Parking Regulations**

(a) **East Side of Locke Street North between Napier Street and Peter Street**

The Committee was in receipt of a report dated 1993 April 2 from the Director of Traffic Services respecting the east side of Locke Street North between Napier Street and Peter Street.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the east side of Locke Street North which commences at a point 80 feet north of Napier Street and extends to a point 102 feet northerly therefrom be extended such that the regulation commences at a point 80 feet north of Napier Street and extends to a point 117 feet northerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Kinnell Street**

The Committee was in receipt of a report dated 1993 April 2 from the Director of Traffic Services respecting Kinnell Street.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the north side of Kinnell Street between Inchbury Street and the westerly end; and
- (b) That a "No Parking" regulation be implemented on the south side of Kinnell Street between Inchbury Street and the westerly end; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **London Street South between King Street East and Central Avenue**

The Committee was in receipt of a report dated 1993 March 16 from the Director of Traffic Services respecting London Street South between King Street East and Central Avenue.

The Committee approved the following recommendation:

- (a) That the existing "Alternate Side Parking" regulation on London Street South between King Street East and Main Street East, be revised such that the regulation commences at Central Avenue and extends to Main Street East on the east side and such that the regulation commences at a point 11 feet north of the north curb line of Central Avenue and extends to Main Street East on the west side; and
- (b) That a "No Parking" regulation be implemented on the west side of London Street South, commencing at a point 11 feet north of the north curb line of Central Avenue and extending to a point 86 feet southerly therefrom; and
- (c) That a "No Parking" regulation be implemented on the east side of London Street South between King Street East and Central Avenue; and
- (d) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Acadia Drive**

The Committee was in receipt of a report dated 1993 April 23 from the Director of Traffic Services respecting Acadia Drive.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Acadia Drive between Butler Drive (west leg) and Beaverton Drive; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Emming Court**

The Committee was in receipt of a report dated 1993 April 21 from the Director of Traffic Services respecting Emming Court.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Emming Court between Delmar Drive and the east end; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **West Side of Harmony Avenue
between Harrison and Vansitmart Avenues**

The Committee was in receipt of a report dated 1993 April 16 from the Director of Traffic Services respecting the west side of Harmony Avenue between Harrison and Vansitmart Avenues.

The Committee approved the following recommendation:

- (a) That the existing "No Parking" regulation on the west side of Harmony Avenue between Harrison Avenue and Vansitmart Avenue be replaced with unrestricted parking; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Purnell Drive between Clifton Downs Road and Bentley Place**

The Committee was in receipt of a report dated 1993 April 27 from the Director of Traffic Services respecting Purnell Drive between Clifton Downs Road and Bentley Place.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the north and west sides of Purnell Drive between Clifton Downs Road (west leg) and Bentley Place; and
- (b) That the existing "No Parking" regulation on the east side of Purnell Drive commencing at Clifton Downs Road (north leg) and extending to a point 712 feet southerly therefrom be extended, such that the regulation commences on the south side of Purnell Drive at a point 530 feet east of Clifton Downs Road (west leg) and extends to Clifton Downs Road (north leg); and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Permit Parking for the Disabled**(a) **No. 337 Herkimer Street**

The Committee was in receipt of a report dated 1993 April 20 from the Director of Traffic Services respecting No. 337 Herkimer Street - request to remove a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the south side of Herkimer Street commencing at a point 643 feet west of Locke Street South and extending to a point 23 feet westerly therefrom be removed; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 182 Weir Street North**

The Committee was in receipt of a report dated 1993 April 15 from the Director of Traffic Services respecting No. 182 Weir Street North - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the east side of Weir Street North commencing at a point 186 feet south of Britannia Avenue and extending to a point 22 feet southerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Edwards, No. 182 Weir Street North; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 162 London Street South**

The Committee was in receipt of a report dated 1993 April 15 from the Director of Traffic Services respecting No. 162 London Street South - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of London Street South commencing at a point 68 feet south of Montclair Avenue and extending to a point 19 feet southerly therefrom; and
- (b) That a "Permit Parking" regulation be implemented on the east side of London Street South commencing at a point 77 feet south of Montclair Avenue and extending to a point 18 feet southerly therefrom: and
- (c) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. McMillan, No. 162 London Street South; and
- (d) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. School Crossing Guards

- (a) **Relocation of School Crossing Guard from Cumberland Avenue and Sherman Avenue to Cumberland Avenue and Norway Avenue**

The Committee was in receipt of a report dated 1993 March 29 from the Director of Traffic Services respecting the relocation of a School Crossing Guard from Cumberland Avenue and Sherman Avenue to Cumberland Avenue and Norway Avenue.

The Committee approved the following recommendation:

That the School Crossing Guard at the intersection of Cumberland Avenue and Sherman Avenue be relocated to the intersection of Cumberland Avenue and Norway Avenue.

- (b) **Barton Street East and Nash Road**

The Committee was in receipt of a report dated 1993 March 15 from the Director of Traffic Services respecting Barton Street East and Nash Road.

The Committee approved the following recommendation:

That the School Crossing Guard service be discontinued during the lunch hour period at the signalized intersection of Barton Street East and Nash Road.

iv. Wheelchair Loading Zone**No. 39 Cheever Street**

The Committee was in receipt of a report dated 1993 April 6 from the Director of Traffic Services respecting No. 39 Cheever Street.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only" regulation be implemented on the west side of Cheever Street commencing at a point 245 feet south of Birge Street and extending to a point 20 feet southerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

v. Driveway Clearance**60 Ewen Road**

The Committee was in receipt of a report dated 1993 April 14 from the Director of Traffic Services respecting 60 Ewen Road.

The Committee approved the following recommendation:

- (a) That a "No Parking 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of Ewen Road commencing at a point 276 feet south of Ofield Road and extending to a point 67 feet southerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

vi. **Corner Clearance****Intersection of Edgewood Avenue and High Street**

The Committee was in receipt of a report dated 1993 April 15 from the Director of Traffic Services respecting the intersection of Edgewood Avenue and High Street.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the north side of Edgewood Avenue, commencing at High Street and extending to a point 55 feet westerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

vii. **Bus Stop****Burlington Route - New Bus Stop on Glow Avenue**

The Committee was in receipt of a report dated 1993 March 24 from the Director of Traffic Services respecting Burlington Route - New Bus Stop on Glow Avenue.

The Committee approved the following recommendation:

- (a) That in accordance with the request by the Hamilton Street Railway Company the following new bus stop be approved:

Route 53 Burlington

Westbound - Glow Avenue, north side, 26 feet east of the east curb line of Dunn Avenue (N/S); and

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

viii. **Parking Meters****East Side of Huxley Avenue North, north of Main Street East**

The Committee was in receipt of a report dated 1993 February 11 from the Director of Traffic Services respecting the east side of Huxley Avenue North, north of Main Street East.

The Committee approved the following recommendation:

- (a) That the existing "One Hour Metered Parking" regulation on the east side of Huxley Avenue North commencing at Main Street East and extending to a point 95 feet northerly therefrom be replaced with a "Two Hour Metered Parking" regulation; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

C. COMMISSIONER OF TRANSPORTATION AND ENVIRONMENTAL SERVICES**i. Boy Scout/Girl Guide Parade, 1993 May 29**

The Committee was in receipt of a report dated 1993 April 23 from the Senior Director, Roads Department respecting the Boy Scout/Girl Guide Parade, 1993 May 29.

The Committee approved the following recommendation:

That the application of L. Ellis, agent for the Boy Scouts of Canada (375 James Street South, Hamilton L8P 3B9) to temporarily close the following City Streets, on Saturday 1993 May 29, from 8:00 o'clock a.m. to 12:00 o'clock noon, for the annual Boy Scout/Girl Guide Parade be approved:

Devonport Street from York and Tom
Strathcona Avenue from York and Tom
Inchbury Street from York and Florence
Locke Street from York and Florence
Pearl Street from York and Florence
Ray Street from York and Florence
Peter Street from Ray to Hess
Napier Street from Ray to Queen
Market Street from Ray to Hess
George Street from Ray to Hess
Hess Street from Jackson to King
Caroline Street from Jackson to King
MacNab Street from Main to Hunter
Jackson Street from MacNab to City Hall parking lot

subject to the following conditions:

- (a) That approval from Regional Police Services be received;
- (b) That the applicant provide proof of \$2,000,000. public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- (d) That all barricading be supplied by and at the expense of the applicant;
- (e) That temporary road closure signs be installed in advance by the City of Hamilton, Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request;
- (h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

ii. **1993 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1993 April 19 from the Senior Director, Roads Department respecting the 1993 Servicing Expenditures Related to Subdivisions.

The Committee approved the following recommendation:

- (a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in;

" WISEMOUNT ESTATES - PHASE 3 ", Hamilton

City's Share \$16,688.15 Subdivider's Share \$252,689.68

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Wisemount Estates - Phase 3", Hamilton and any other related documents for this Subdivision subject to the approval of the City Solicitor.
- (c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- (d) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.
- (e) That the City's share for the costs of services in "Wisemount Estates - Phase 3" (\$16,688.15) be approved and the Finance and Administration Committee recommend the source of funding for this project.

iii. **Street Incorporation**

The Committee was in receipt of a report dated 1993 April 15 from the Senior Director, Roads Department respecting incorporation certain City lands into various streets by By-law.

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into the street in order to complete the final street width or provide access to newly registered subdivision developments:

Elite Drive	Part 2	Plan 62R-12045
Acadia Drive	Parts 9 and 12	Plan 62R-11096
Acadia Drive	Block 29	Plan 62M-644

- (b) That the by-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

iv. **Amending By-law No. 92-152 - Fieldway Drive**

The Committee was in receipt of a report dated 1993 April 22 from the Senior Director, Roads Department respecting Amending By-law No. 92-152 - Fieldway Drive.

The Committee approved the following recommendation:

- (a) That By-Law No. 92-152 be amended by substituting all references to Plan 62R-11929 with Plan 62R-11979.
- (b) That the by-law to carry out the amendment be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

D. **DIRECTOR OF PUBLIC WORKS**

i. **Bay Street North Road Closure**

The Committee was in receipt of a report dated 1993 April 8 from the Director of Public Works respecting the Bay Street North Road Closure.

The Committee approved the following recommendation:

- (a) That the proposal to close Bay Street North be referred back to the Parks and Recreation Committee.
- (b) That the Parks and Recreation Committee be requested to review the proposal to close Bay Street North, within the context of the West Harbourfront Development Study.

ii. **Proposed Construction of Concrete Sidewalks on the West Side of Upper Wellington from Bryna to the north limits of the East-West Freeway**

The Committee was in receipt of a report dated 1993 April 27 from the Director of Public Works respecting the proposed construction of concrete sidewalks on the west side of Upper Wellington from Bryna to the north limits of the East-West Freeway.

The Committee approved the following recommendation:

- (a) That the construction of concrete sidewalks on the west side of Upper Wellington Street from Bryna Avenue to the north limits of the East-West Freeway proceed as local improvements pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$25,300. with a City's share of \$7,144. and Owner's share of \$18,156. all as provided in the 1993 portion of the 1993 - 2002 Capital Budget; and
- (b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and
- (c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and
- (d) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

iii. **Proposed Construction of a Finished Roadway on Acadia Drive approximately 50 m south of Butler Drive to approximately 200 m southerly**

The Committee was in receipt of a report dated 1993 April 23 from the Director of Public Works respecting the proposed construction of a finished roadway on Acadia Drive approximately 50 m south of Butler Drive to approximately 200 m southerly.

The Committee approved the following recommendation:

- (a) That the construction of a finished roadway on Acadia Drive approximately 50 m south of Butler Drive to approximately 200 m southerly proceed as a Local Improvement pursuant to Section 11 of the Local Improvement Act at an estimated gross cost \$111,600. as provided in the 1993 portion of the 1993 -2002 Capital Budget with a City's Share of \$22,800. and an Owner's Share of \$88,800.; and
- (b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital project; and
- (c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works once all the necessary approvals have been received.

F. **SECRETARY, PARKS AND RECREATION COMMITTEE**

The Committee was in receipt of a report dated 1993 April 27 from the Secretary, Parks and Recreation Committee respecting information reports.

The Committee approved the following recommendation:

Date	From	Subject	Date
1993 April 15	Doug Lobo Director of Public Works	Public Works Department Streets and Sanitation Division - Feasibility Study Two Man Packers	1993 April 16
1993 April 7	Murray F. Main Director of Traffic Services	Intersections of Broker Dr. and Brentwood Drive and Marion Avenue South and South Oval - Intersection Control	1993 April 26
1993 April 8	Murray F. Main Director of Traffic Services	Queen Elizabeth Way and Highway 403 Signing for Hamilton and Hamilton-Wentworth	1993 April 26
1993 April 20	Doug Lobo Director of Public Works	1993 Trillium Awards Program	1993 April 26

3. DIRECTOR OF PUBLIC WORKS**Snow Control Accounts****Anticipated Overdraft for 1992/1993 Winter Season**

The Committee was in receipt of a report dated 1993 April 29 from the Director of Public Works respecting snow control accounts, anticipated overdraft for the 1992/1993 Winter Season.

The Committee approved the following recommendation:

That the Finance and Administration Committee recommend a method of financing the estimated overdraft of \$3,387,147. for the 1992/93 winter season - snow control accounts.

**4. CANADIAN UNION OF PUBLIC EMPLOYEES, LOCAL 5
ROADWAY SPILLS CLEAN-UP**

The Committee was in receipt of correspondence dated 1993 April 7 from the President, Canadian Union of Public Employees, Local 5 respecting sawdust pick-up.

Following a brief discussion, the Committee approved that the item be tabled to the next meeting of the Transport and Environment Committee in order that a delegation be heard and that staff be directed to prepare a report on the issue of sawdust pick-up.

5. CITY CLERK**(a) Amendments to Hamilton Harbour Cargo Rates Tariff, PC. 1990-1592**

The Committee was in receipt of correspondence dated 1993 April 15 from the Secretary to the Board, Hamilton Harbour Commissioners respecting Amendments to Hamilton Harbour Cargo Rates Tariff, PC. 1990-1592 which had been referred by City Council.

The Committee approved that the item be received.

(b) Hamilton Harbour Commissioners Windermere Basin Rehabilitation Project

The Committee was in receipt of correspondence dated 1993 February 22 from the Port Director, Hamilton Harbour Commissioners respecting Final Report, Windermere Basin Rehabilitation Project, written on behalf of Windermere Basin Funding Partners which had been referred by City Council.

Following a brief discussion, the Committee approved the following recommendation:

That the City of Hamilton take no action in regard to the request by the Hamilton Harbour Commissioners for the City to contribute additional funds in the amount of \$94,943.26 towards the Windermere Basin Rehabilitation Project.

6. NEW BUSINESS**(a) Delegations Requesting Stop Signs**

Alderman Wilson raised the issue of delegations requesting stop signs. He stated that it was difficult to address this issue while a delegation was present at the meeting.

Following discussion, the Committee agreed and directed staff to prepare a full report on the request for implementation of stop signs at intersections for discussion at the next meeting of the Transport and Environment Committee.

(b) **Flat Bottom Buses**

Ms. Price raised the issue of the purchase by the City of flat bottom buses stating that this particular type of bus would not function properly in the City of Hamilton due to Winter snow conditions.

Following a brief discussion, the Committee agreed that the Regional Transportation Services Committee be requested to place Ms. Bernice Price on its next agenda as a delegation to discuss this issue.

(c) **Attendance at meetings of the Transportation Committee of the Board of Education for the City of Hamilton**

The Committee was in receipt of a report dated 1993 April 30 from the Director of Traffic Services respecting attendance at meetings of the Transportation Committee of the Board of Education for the City of Hamilton which was distributed at the meeting and under consideration as an added starter.

Following a brief discussion, the Committee approved the following recommendation:

That the Transport and Environment Committee authorize appropriate staff in the Traffic Department to attend meetings of the Transportation Committee of the Board of Education for the City of Hamilton.

(d) **East 18th Street between Concession Street and Mountville Avenue - Parking Regulations**

The Committee was in receipt of a report dated 1993 April 30 from the Director of Traffic Services respecting East 18th Street between Concession Street and Mountville Avenue - Parking Regulations which was distributed at the meeting and considered as an added starter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of East 18th Street between Concession Street and Mountville Avenue; and
- (b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first sixteen eligible applicants residing in the block to a maximum of sixteen permits; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

7. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1993 May 3

Tuesday, 1993 May 25
6:45 o'clock p.m.
Room 233, City Hall

2(A)(ii)

The Transport and Environment Committee met in special session.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman F. D'Amico

Absent: Alderman T. Jackson, Vacation

Also present: Alderman D. Ross
Alderman B. Charters
Alderman D. Agostino
Alderman G. Copps
Alderman T. Cooke
Alderman D. Drury
Alderman T. Anderson
Alderman Wm. McCulloch
Mr. D. W. Vyce, Director of Property
Mr. A. Ross, Treasurer
Mr. R. Hammel, Treasury Department
Mr. D. Farquhar, Department of Public Works
Ms. P. Noé Johnson, City Solicitor
Mr. D. Carson, Mayor's Office
Mr. M. Main, Director of Traffic Services
Mr. B. Sugden, Director of Culture and Recreation
Mr. G. Aston, Roads Department
Mr. K. C. Christenson, Secretary

1. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

1993 Servicing Expenditures Relating to Subdivisions

The Committee was in receipt of a report dated 1993 May 25 from the Senior Director, Roads Department respecting 1993 Servicing Expenditures relating to subdivisions.

The Committee approved the following recommendation:

- (a) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated cost of services in:

" HIGHRIDGESOUTH - PHASE 1", Hamilton

City's Share \$229,738.07 Owner's Share \$690,410.86

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Highridge South - Phase 1", Hamilton as well as any other related documents for this Subdivision, subject to the approval of the City Solicitor.

- (c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- (d) That in the event the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.
- (e) That the City's share for services in "Highridge South - Phase 1", Hamilton (\$229,738.07) be approved and that the Finance and Administration Committee recommend the source of funding for this project.
- (f) That application be made to the Region for approval to establish Upper Paradise Road from the north limit of "Highridge South - Phase 1" subdivision onto the south side of Rymal Road West as a public road allowance pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.
- (g) That the City Subdivision Agreement be amended to include a clause stating that the building permits will not be issued for Lots 64 and 65 of the Final Plan of Subdivision for "Highridge South - Phase 1" until storm and sanitary sewers have been constructed on Rymal Road West adjacent to Lots 64 and 65.

2. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1993 May 25

2(BXiXa)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 April 27

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

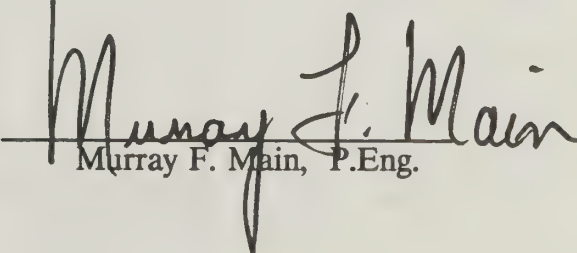
West 1st Street between McElroy Road West and Wembley Road - Parking Regulations.
[TEC-88-93]

RECOMMENDATION:

- a) That the existing by-law entry allowing for the implementation of an "Alternate Side Parking" regulation on West 1st Street between McElroy Road West and Wembley Road be rescinded; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

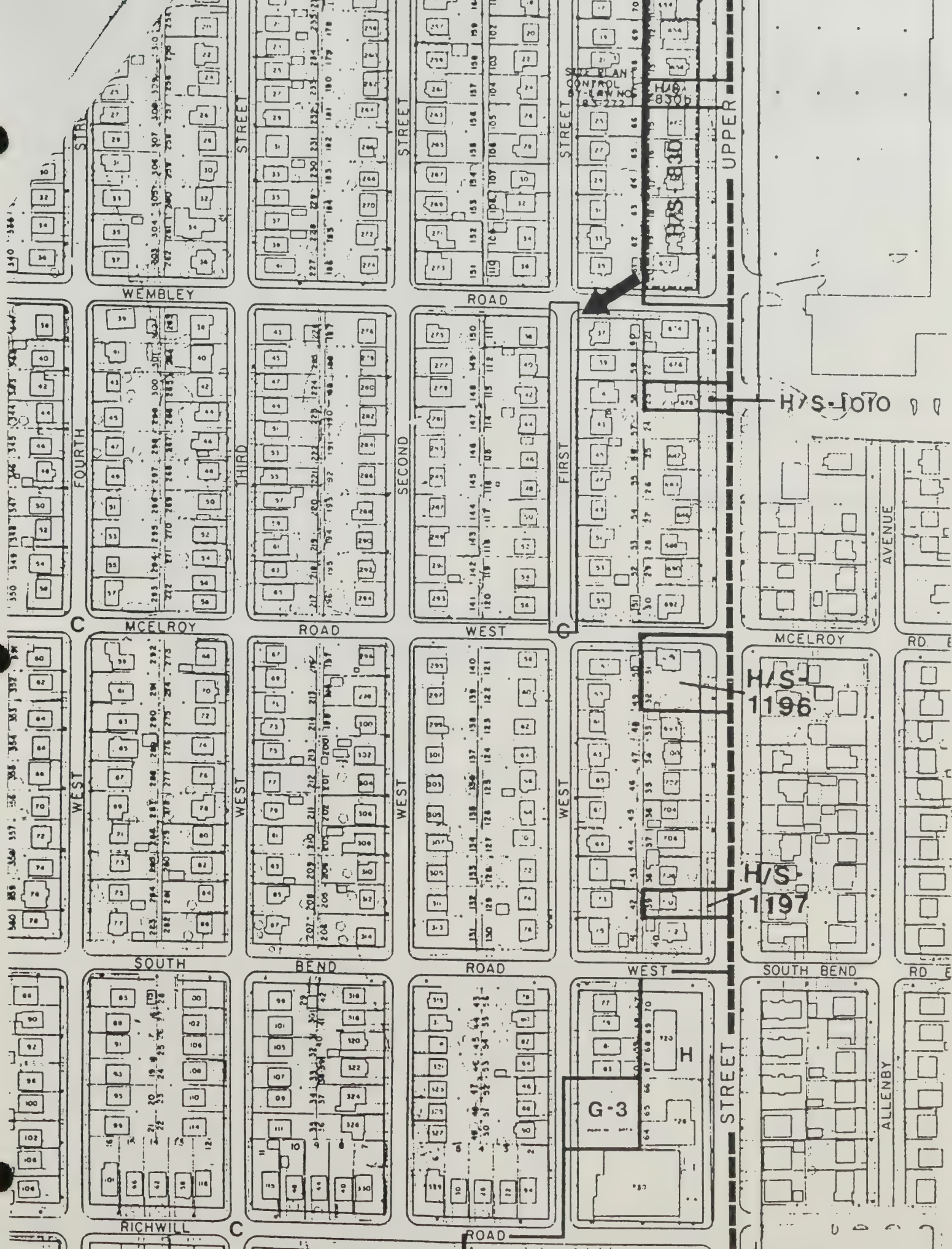

Murray F. Main, P.Eng.

BACKGROUND:

In December of 1992, City Council approved a recommendation to implement a time limit regulation in conjunction with an "Alternate Side Parking" regulation on West 1st Street between McElroy Road West and Wembley Road as a result of a sufficiently signed petition. However, before the "Alternate Side Parking" regulation signs were erected, the Traffic Department received a second petition signed by representatives of 13 of the 20 residential dwellings abutting this block (including eleven residents who signed the original petition), requesting that the "Alternate Side Parking" regulation not be implemented. All thirteen of the residents who signed the petition are opposed to the "Alternate Side Parking" regulation, but support the originally requested time limit.

Therefore, since 65 percent of the abutting residents have signed the most recent petition in support of rescinding the by-law entry allowing for an "Alternate Side Parking" regulation, the Traffic Department concurs with the request.


MT/CVB/ks



2(B)(i)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 April 23

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

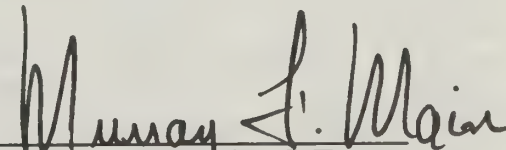
No. 288 Montrose Avenue - Request to Remove an Existing "Permit Parking" By-law Entry.
[TEC-89-93]

RECOMMENDATION:

- a) That the by-law entry allowing for the implementation of a "Permit Parking" regulation on the west side of Erin Avenue which commences at a point 45 feet south of Montrose Avenue and extends to a point 34 feet southerly therefrom be rescinded; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A


Murray F. Main, P.Eng.

BACKGROUND:

In March 1993, City Council approved a request from Mr. Kasprick, No. 288 Montrose Avenue that a "Permit Parking" regulation be implemented on the west side of Erin Avenue, adjacent to his home since he was disabled. The "Permit Parking" signs have not yet been erected. However, Mrs. Kasprick has advised that her husband recently passed away and that the "Permit Parking" regulation is no longer required. Therefore, it would be appropriate to rescind the by-law entry for the "Permit Parking" regulation.


MT/CVB/ks



22BXIXC

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 April 23

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

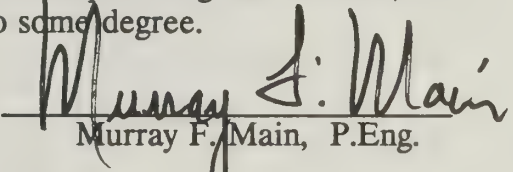
Douglas Street between Shaw Street and Burton Street - Parking Regulations. [TEC-90-93]

RECOMMENDATION:

- a) That the existing "Alternate Side Parking" regulation on Douglas Street between Shaw Street and Burton Street be replaced with a "No Parking" regulation on the west side and a "Permit Parking" regulation on the east side of the street; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to each of the first six applicants residing in the block, and any additional permits (to a maximum of six) on a first come first served basis; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for permits would off-set the cost to some degree.


Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of all four residential dwellings abutting Douglas Street between Shaw Street and Burton Street requesting that the existing "Alternate Side Parking" regulation be replaced with a "Permit Parking" regulation on the east side and a "No Parking" regulation on the west side of the street in this block.

Douglas Street has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. An investigation has revealed that there are six legal on-street parking spaces on the east side of the street in this block and it was indicated on the petition that only four permits would be required by the abutting residents. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of Allan Candies Ltd. The implementation of the requested regulation would eliminate long-term non-resident parking and abutting residents would be eligible to purchase permits at a cost of \$12.00 per permit each year to exempt their vehicles from the signed "Permit Parking" regulation. Therefore, since all of the abutting residents support the request for a "Permit Parking" regulation, the Traffic Department concurs with the request.


MT/CVB/ks

NATIONAL

RAILWAYS

SITE PLAN CONTROL
BY-LAW 82-10

SITE PLAN CONTROL
BY-LAW 82-08

K

SITE PLAN CONTROL
BY-LAW 82-08

MARS AVE

D/S-647 & 647b

FRANCIS ST

D/S-647b

REITH ST

J/S-648

J/S-647
J/S-647b

D/S-647a

BURTON ST

DOUGLAS ST

SHAW ST

J/S-647 & 647b

RAILWAY

STREET

WENTWORTH

H/S-647b

H/S-647b

D/S-647
& 647b

H/S-647b

WORK COMPLETED BY:

2(B)(ix)(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East 42nd Street between Ninth Avenue and Tenth Avenue - Parking Regulations. [TEC-93-93]

RECOMMENDATION:

- a) That a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the east side of East 42nd Street between Ninth Avenue and Tenth Avenue; and
- b) That the City Traffic By-law be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.


Murray F. Main, P.Eng.

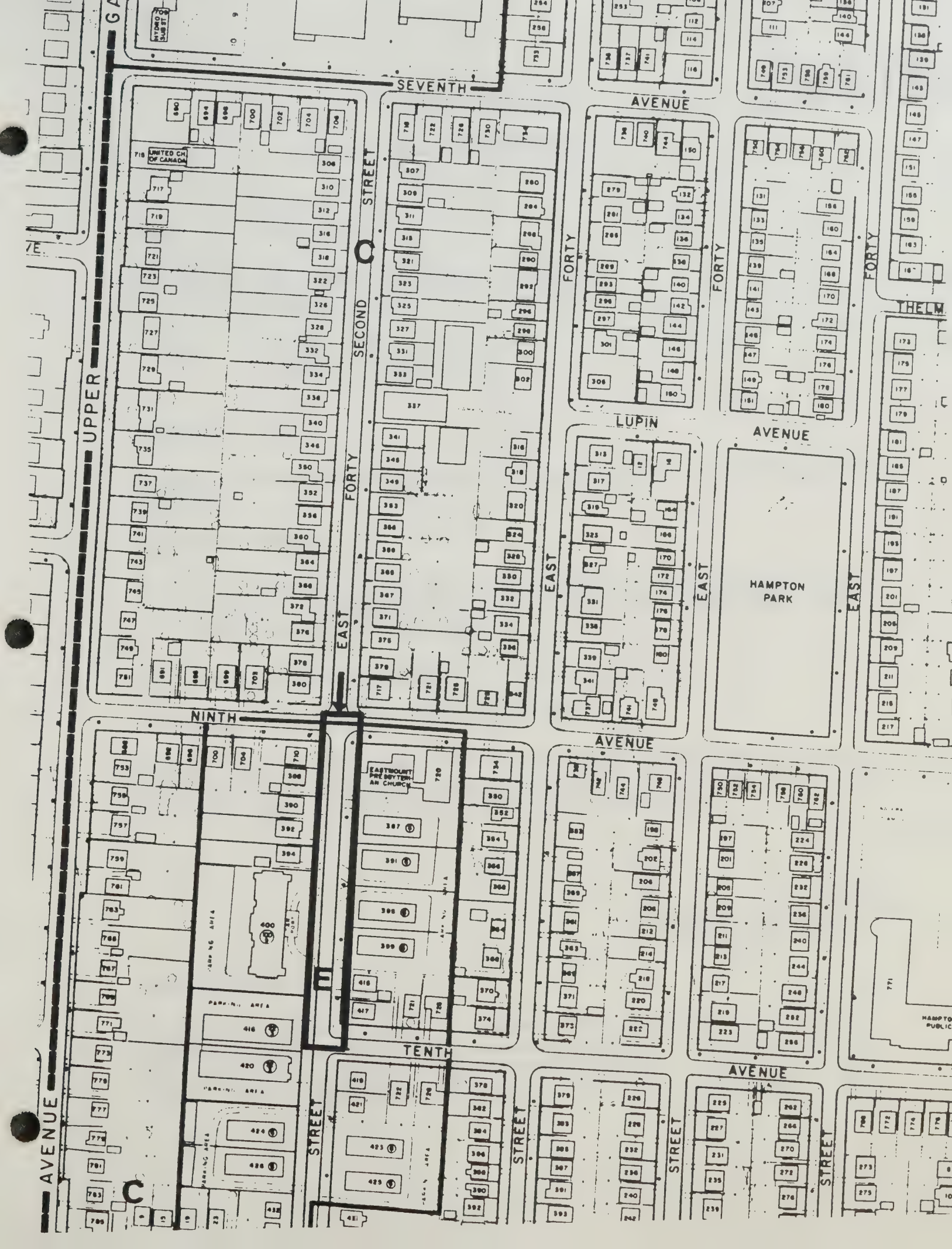
BACKGROUND:

The Traffic Department has received a petition signed by representatives of all seven one, two and three family dwellings abutting East 42nd Street between Ninth Avenue and Tenth Avenue, requesting that a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the east side of East 42nd Street between Ninth Avenue and Tenth Avenue. All seven of the petitioners are in favour of the requested regulation.

East 42nd Street has a 28 foot pavement width, and presently, there is unrestricted parking on the east side and a "No Parking" regulation on the west side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term parking by residents and visitors of the apartments on the west side of East 42nd Street. The implementation of the requested regulation would reduce long-term parking in this area and area residents of one, two and three family dwellings would be eligible to purchase permits at a cost of \$24.00 per year to exempt their vehicles from the signed parking time limit.

The implementation of the "Time Limit" regulation should not inconvenience the townhouse residents since the four six-unit buildings provide sufficient parking for visitors and tenants in accordance with the current Zoning By-law requirements. The apartment building provides sufficient tenant parking (102 parking spaces for the 100 dwelling units), and the three hour time limit may be adequate for most of the visitor parking. Unrestricted parking exists on Ninth and Tenth Avenues in close proximity to this block. Therefore, since all of the abutting residents of one, two and three family dwellings are in favour of the requested regulation, the Traffic Department concurs with this request.


MT/CVB/ks



CITY OF HAMILTON

- RECOMMENDATION -

2(b)(1)(e)

DATE: 1993 April 22

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

SUBJECT:

CITY CLERKS

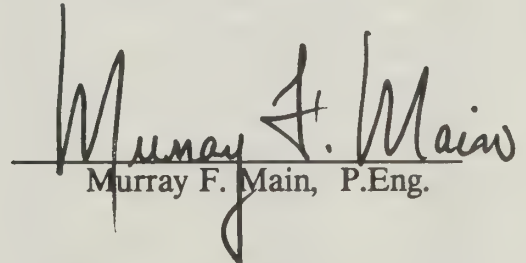
Beaverton Drive between Upper Sherman Avenue and Acadia Drive - Parking Regulations.
[TEC-94-93]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Beaverton Drive between Upper Sherman Avenue and Acadia Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for permits would offset the cost to some degree.


Murray F. Main, P.Eng.

BACKGROUND:

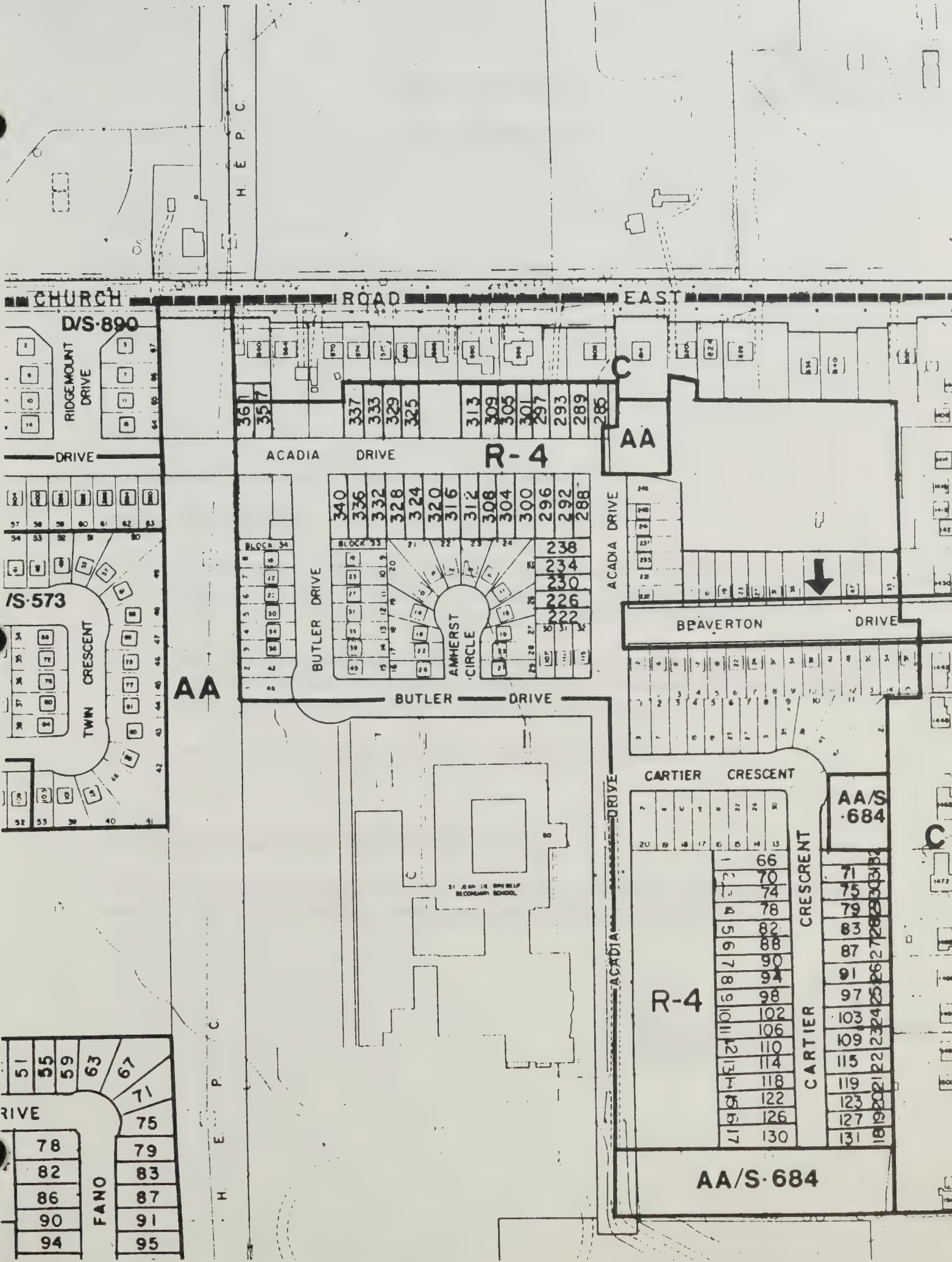
The Traffic Department has received a petition signed by representatives of 16 of the 18 residential dwellings abutting Beaverton Drive between Upper Sherman Avenue and Acadia Drive, requesting that a "One Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of the street in this block. All 16 of

the residents who signed the petition are in favour of the requested regulation.

Beaverton Drive has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted parking on the north side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of St. Jean De Brebeuf Secondary School. The implementation of the requested regulation would reduce long-term non-resident parking in this block and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 89 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.

CA
MT/CVB/ca

1/11/11



CHURCH ROAD EAST

D/S-890

RIDG MOUNT DRIVE

DRIVE

IS-573

TWIN CRESCENT

AA

ACADIA DRIVE

R-4

AA

ACADIA DRIVE

BUTLER DRIVE

BUTLER DRIVE

BEAVER-TON DRIVE

CARTIER CRESCENT

AA/S-684

R-4

CARTIER CRESCENT

AA/S-684

51	55	59	63	67
71	75	79	83	87
91	95	99	103	107

FANO

340	336	332	328	324	320	316	312	308	304	300	296	292	288
238	234	230	226	222	218	214	210	206	202	198	194	190	186

AMHERST CIRCLE

66	70	74	78	82	86	90	94	98	102	106	110	114	118	122	126	130
134	138	142	146	150	154	158	162	166	170	174	178	182	186	190	194	198

CITY OF HAMILTON

- RECOMMENDATION -

2(BXif)

DATE: 1993 May 5

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

SUBJECT:

CITY CLERKS

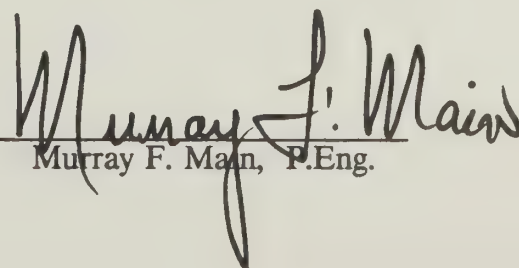
Glen Forest Drive - Parking Regulations. [TEC-103-93]

RECOMMENDATION:

- a) That the existing 137 foot "No Parking" regulation on the north side of Glen Forest Drive, east of Glen Castle Drive be extended, such that the regulation commences at Glen Castle Drive and extends to a point 172 feet easterly therefrom; and
- b) That the existing "Alternate Side Parking" regulation on the south side of Glen Forest Drive be shortened, such that the regulation commences 190 feet east side of Glen Castle Drive and extends to Kingswood Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

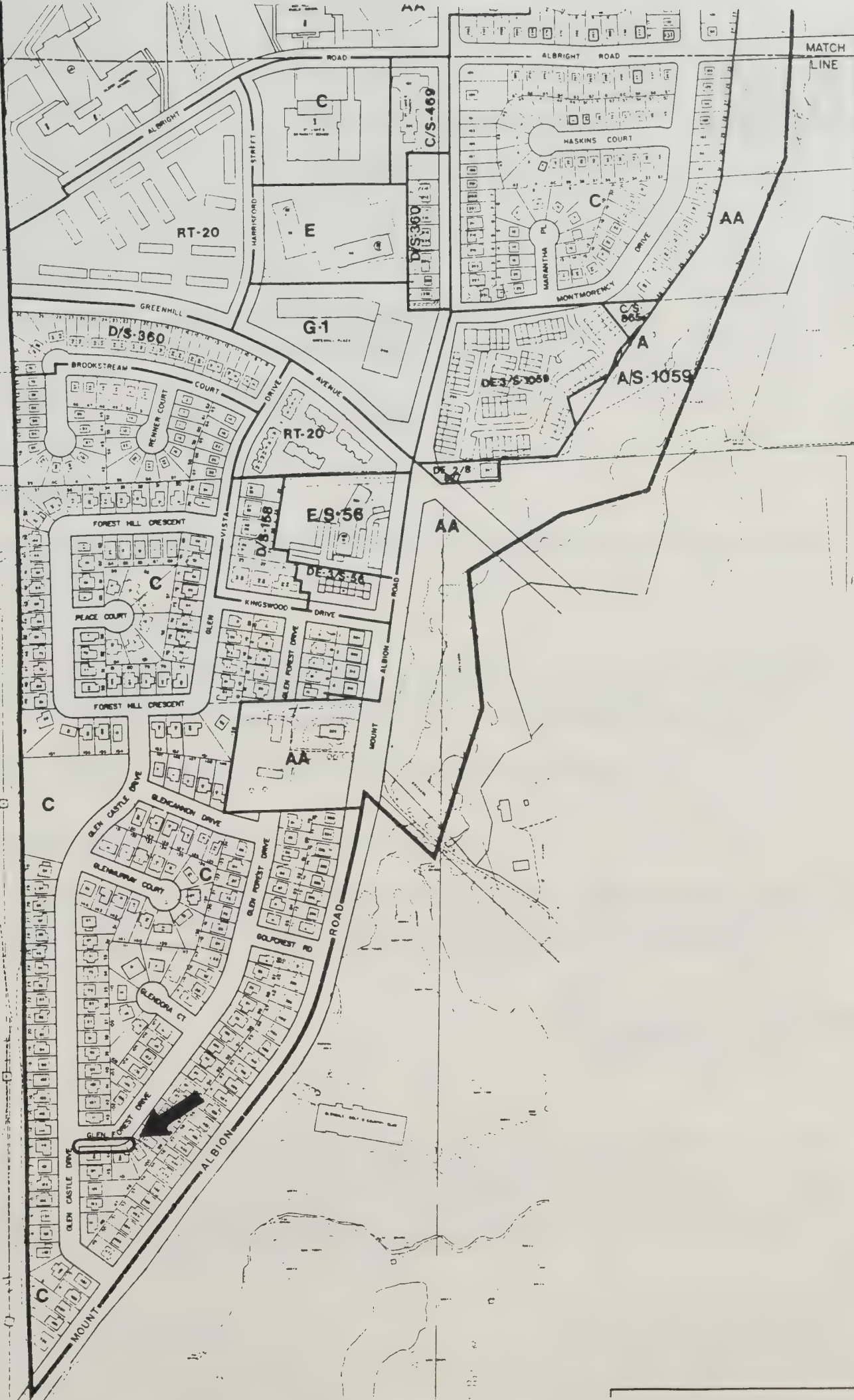
Alderman Dominic Agostino has advised of concerns expressed by area residents regarding parking regulations on Glen Forest east of Glen Castle. Glen Forest has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area except for a 137 foot "No Parking" regulation on the north side of the street, immediately east of Glen Castle. The three abutting residents have requested that the "Alternate Side Parking" regulation be shortened on the south side of the street to provide unrestricted parking in this area.

Due to the existing "No Parking" regulation on a portion of the north side, parking is prohibited in front of Nos. 145 and 149 Glen Forest during the half of the month when parking is prohibited on the south side under the "Alternate Side Parking" regulation such that there is no on-street parking on either side in front of these homes. At the point where the "Alternate Side Parking" regulation would meet the fixed side parking, a clearance would be required to prevent a jog in traffic. The three abutting residents agreed to lengthen the "No Parking" regulation on the north side of the street by approximately 35 feet, and to replace the "Alternate Side Parking" regulation on a portion of the south side of the street with unrestricted parking. This would allow for approximately four additional on-street parking spaces on the south side of the street at all times.

CVB/ca

MATCH
LINE

MATCH
LINE



CITY OF HAMILTON
- RECOMMENDATION -

2(BX)X9

DATE: 1993 June 7

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

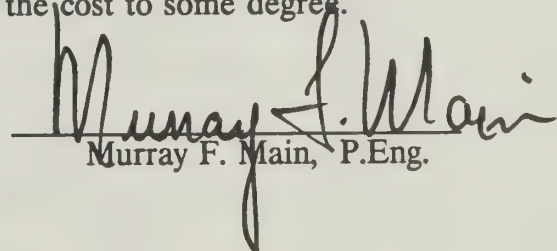
East 27th Street between Fennell Avenue East and MacKenzie Road - Parking Regulations.
[TEC-121-93]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m to 6:00 p.m., seven days a week" regulation be implemented on the west side of East 27th Street between Fennell Avenue East and the extended south curb line of MacKenzie Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for the parking permits will off-set the cost to some degree.

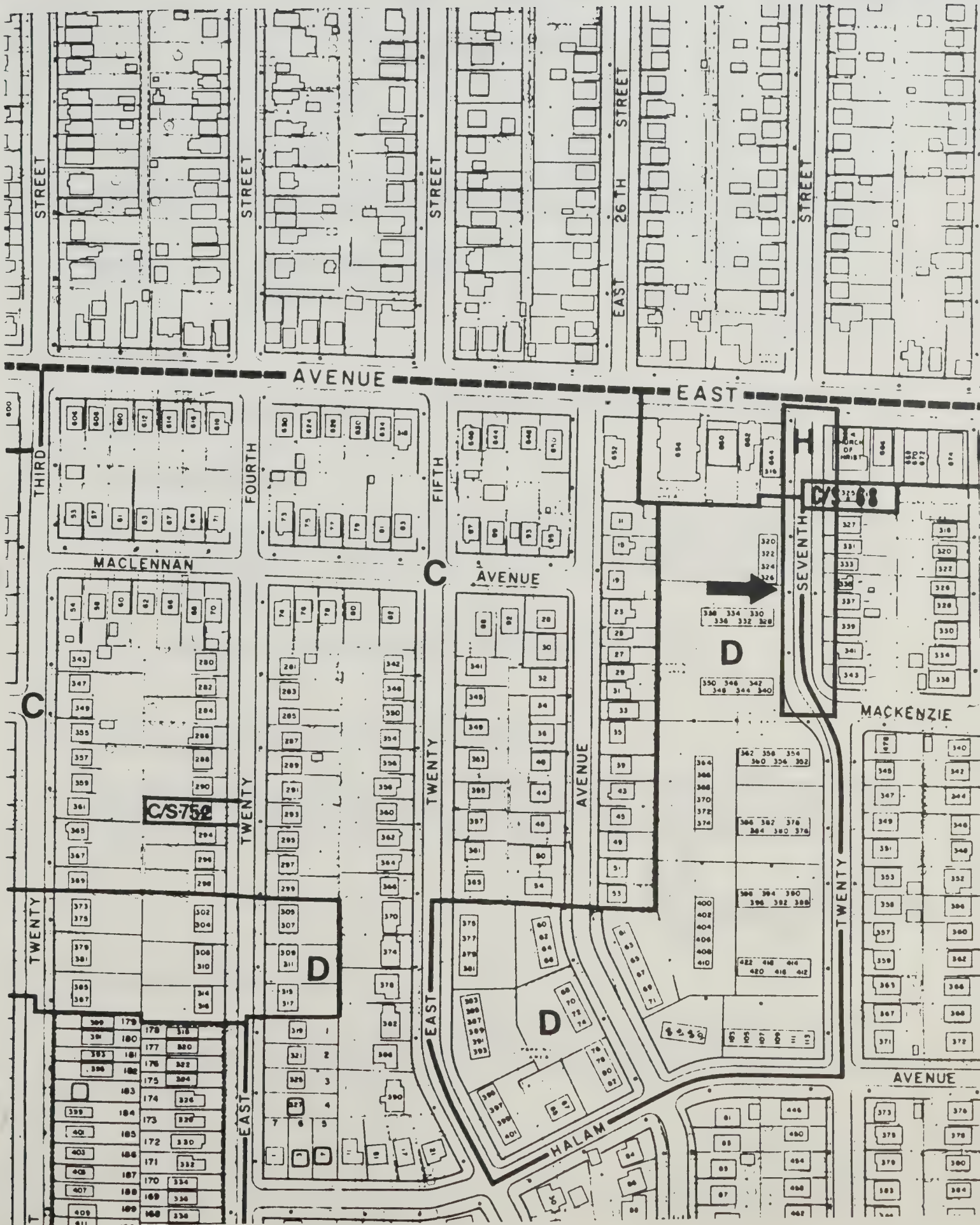

Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a petition signed by nine residents representing six of the nine one, two and three family dwellings abutting East 27th between Fennell and MacKenzie, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., seven days a week" regulation be implemented on the west side of the street in this block. All petitioners are in favour of the requested regulation.

East 27th has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees and patrons of businesses on Fennell. The implementation of the requested regulation would reduce long-term non-resident parking and area residents would be eligible to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 66 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

CVB MH
CVB/MH/ca



CITY OF HAMILTON

- RECOMMENDATION -

2(BX)(h)

DATE: 1993 June 8

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

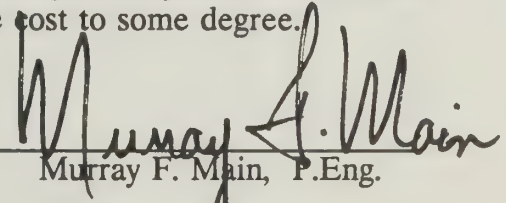
West 1st Street between Monarch Road and Wembley Road - Parking Regulations. [TEC-122-93]

RECOMMENDATION:

- a) That, in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 1st Street between Monarch Road and Wembley Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for the parking permits will off-set the cost to some degree.


Murray F. Main, P.Eng.

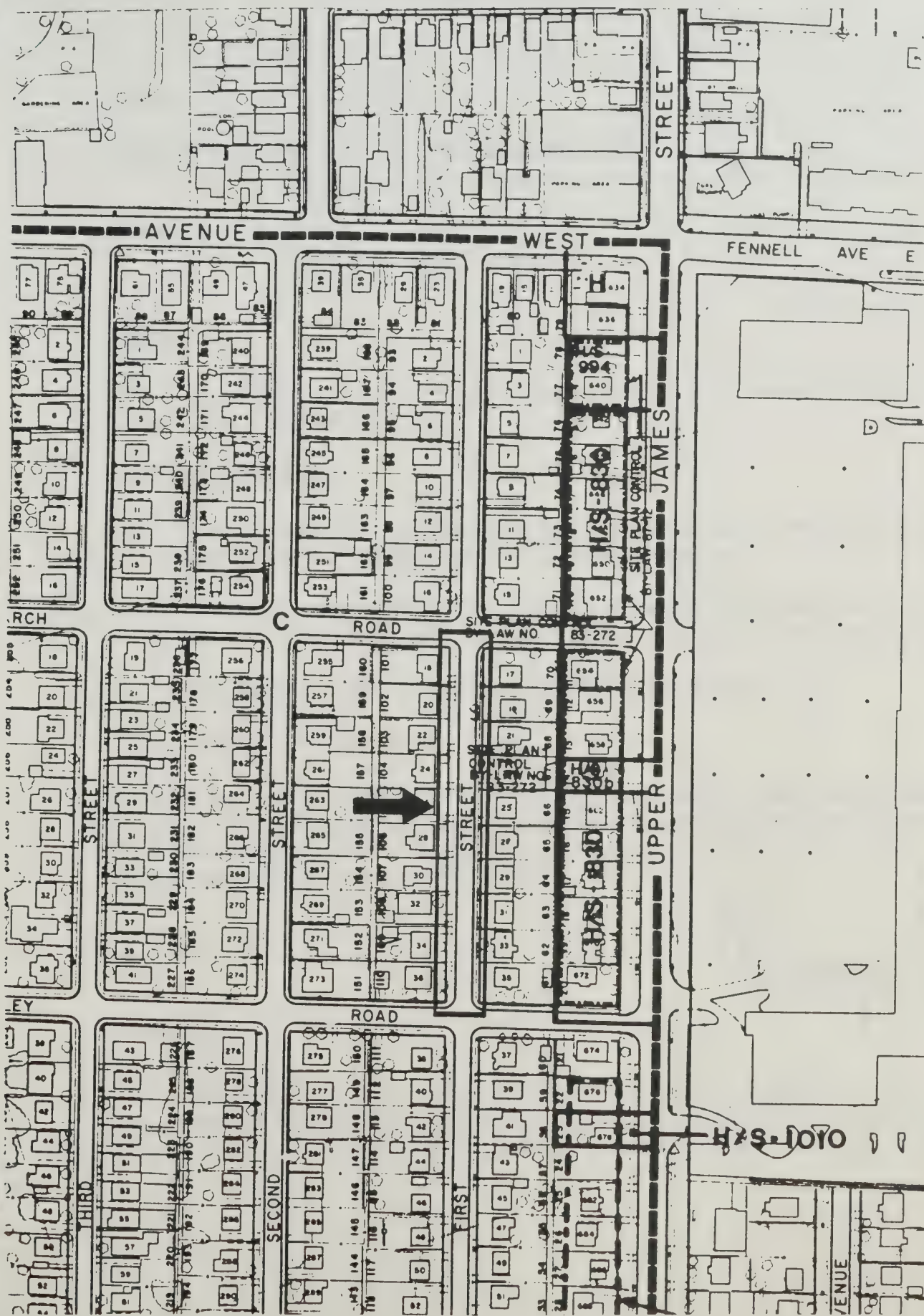
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 19 of the 20 residential properties abutting West 1st between Monarch and Wembley, requesting that, in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking

Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All 19 residents who signed the petition are in favour of the requested regulation.

West 1st has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students from Mohawk College. The implementation of the requested regulation would reduce long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 95 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

CVB MH
CVB/MH/ca



CITY OF HAMILTON

- RECOMMENDATION -

2(BX)(G)

DATE: 1993 June 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

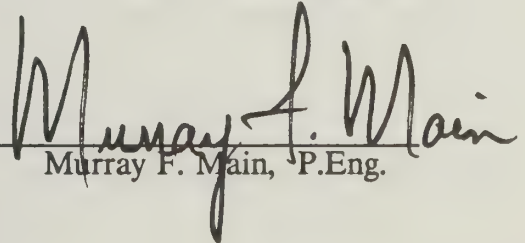
West side of West 3rd Street between Monarch Road and Wembley Road - Parking Regulations. [TEC-123-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of West 3rd Street between Monarch Road and Wembley Road; and
- b) That the Director of Traffic Services be authorized to issue a maximum of 14 parking permits in accordance with the requirements for permits indicated on the petition.
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for each parking permit will off-set the cost to some degree. (Maximum revenue potential is \$168.00/yr.).


Murray F. Main, P.Eng.

BACKGROUND:

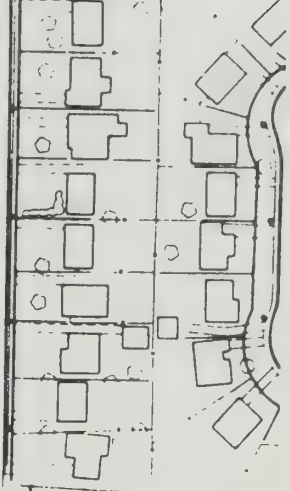
The Traffic Department has received a petition signed by representatives of 20 of the 22 one, two and three family dwellings abutting West 3rd between Monarch and Wembley, requesting that a "Permit Parking" regulation be implemented on the west side of the street

in this block. All of the residents who signed the petition are in favour of the requested regulation.

West 3rd has a 28 foot pavement width, and presently, parking is prohibited on the east side and there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding Mohawk College students parking on the street. The implementation of the requested regulation would eliminate non-resident parking and abutting residents would be entitled to purchase permits at a cost of \$12.00 per permit each year to exempt their vehicle from the signed "Permit Parking" regulation.

An investigation has revealed that there are 14 legal on-street parking spaces on the west side of the street in this block. It was indicated on the petition that 12 permits would be required by the 20 residents who signed the petition. There would be a total of two permits remaining for the two residents who were not contacted. Therefore, since 91 percent of the abutting residents are in favour of the requested regulation and since the demand for permits does not exceed the number of legal on-street parking spaces, the Traffic Department concurs with the request.

CVB/MH/ca
CVB/MH/ca



WEST

FIFTH

STREET

FOURTH

THIRD

SECOND

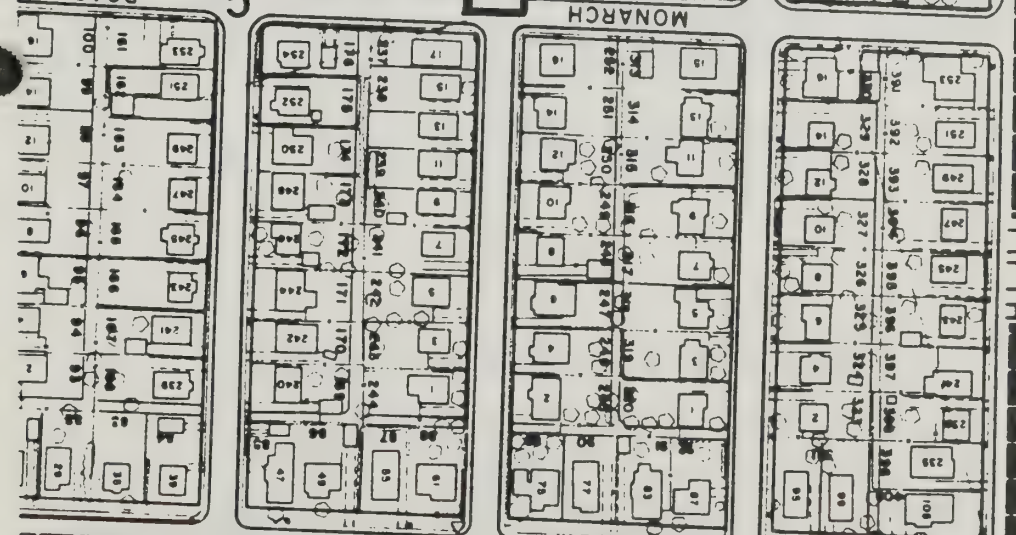
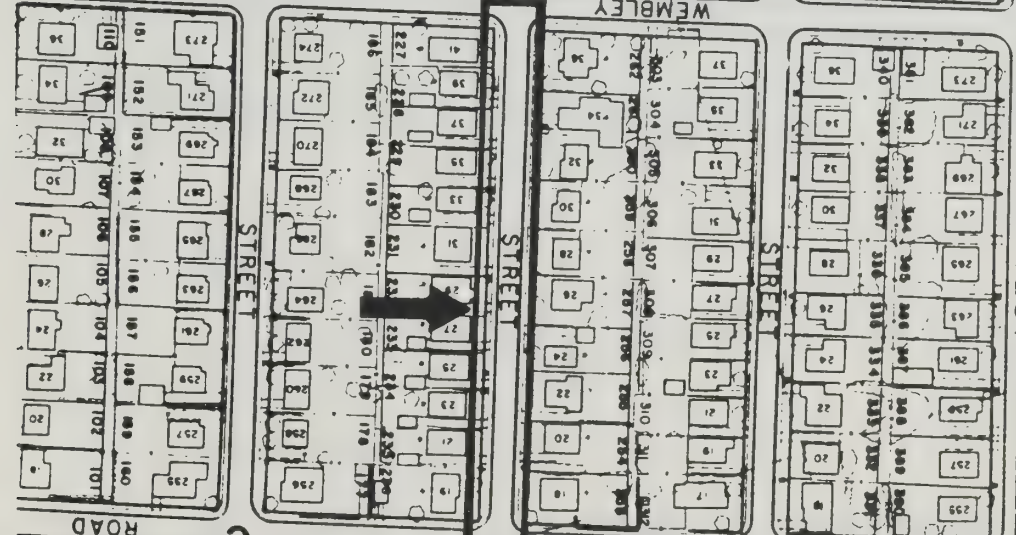
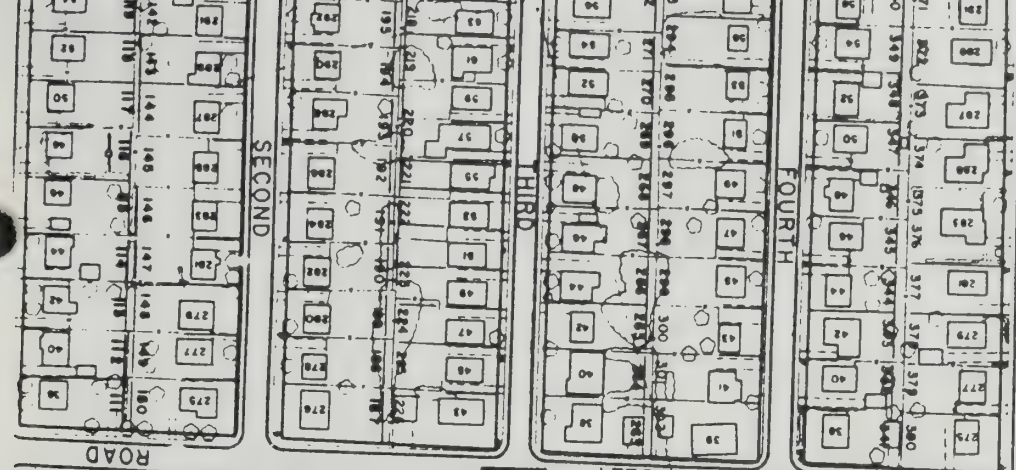
WEMBLEY

STREET

MONARCH

STREET

FENNELL AVENUE



CITY OF HAMILTON

- RECOMMENDATION -

2(BXiX)

DATE: 1993 June 8

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

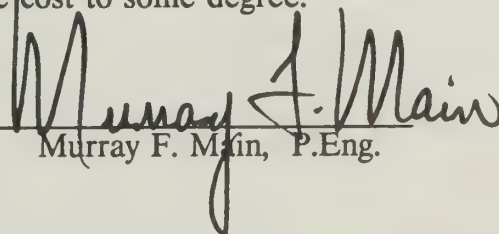
East Side of Laurier Drive between Delmar Drive and South Bend Road West - Parking Regulations. [TEC-124-93]

RECOMMENDATION:

- a) That a "Two Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m. Monday to Friday" regulation be implemented on the east side of Laurier Drive between Delmar Drive and South Bend Road West; and
- b) That the City Traffic Department By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.


Murray F. Main, P.Eng.

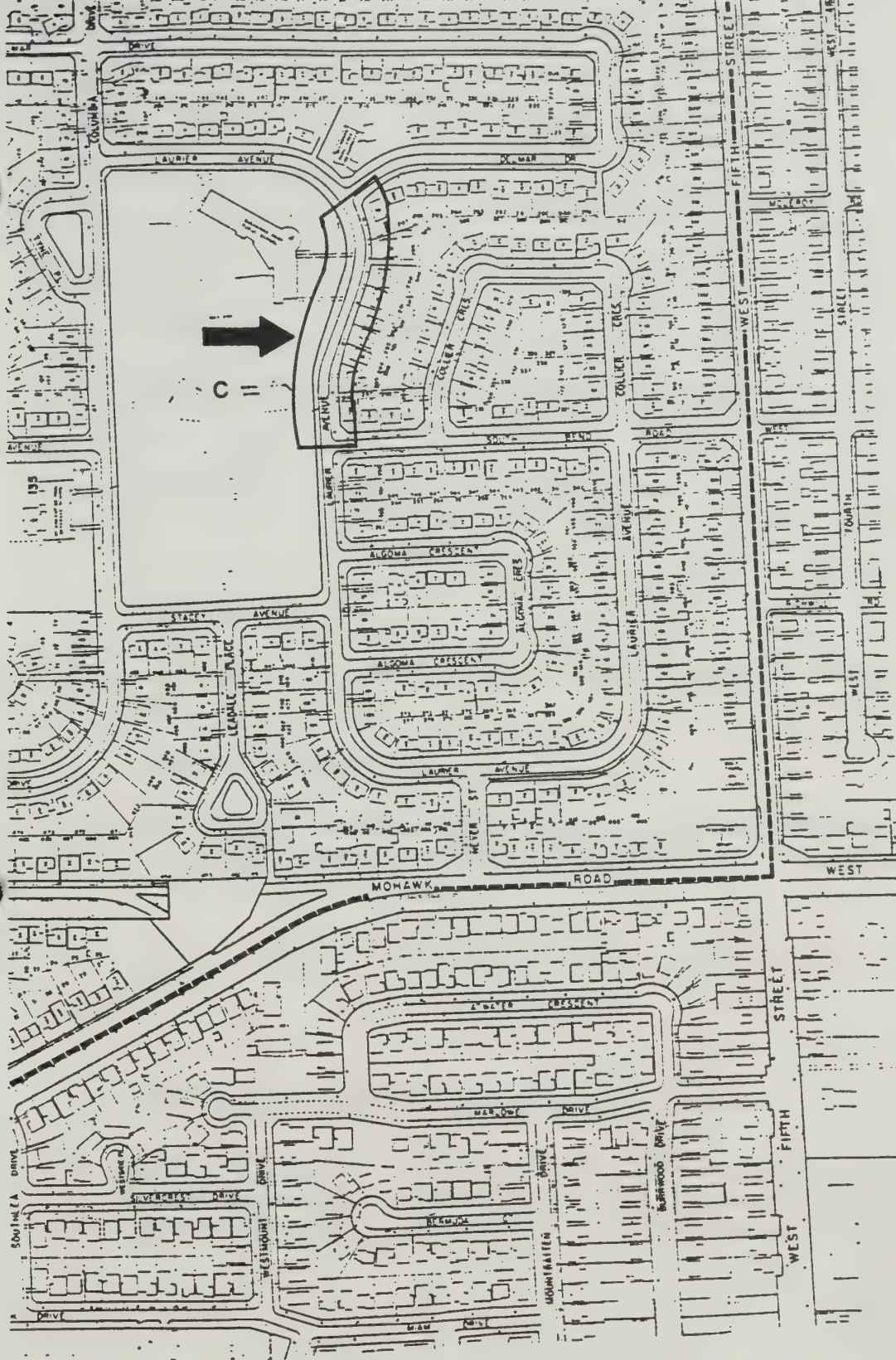
BACKGROUND:

The Traffic Department has received a petition signed by representatives of eight of the nine residential dwellings abutting Laurier between Delmar and South Bend, requesting that

a "Two Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of the street in this block. Seven of the eight residents who signed the petition are in favour of the requested regulation. The other resident expressed no opinion.

Laurier has a 28 foot pavement width, and presently, there is unrestricted parking on the east side and a "No Parking" regulation on the west side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students from Mohawk College. The implementation of the requested regulation will reduce long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 78 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


CVB/MH/ca



133 102 13

133 17 13

49 116 137

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

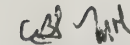
----- Neighbourhood Boundary
----- Zoning Boundary.

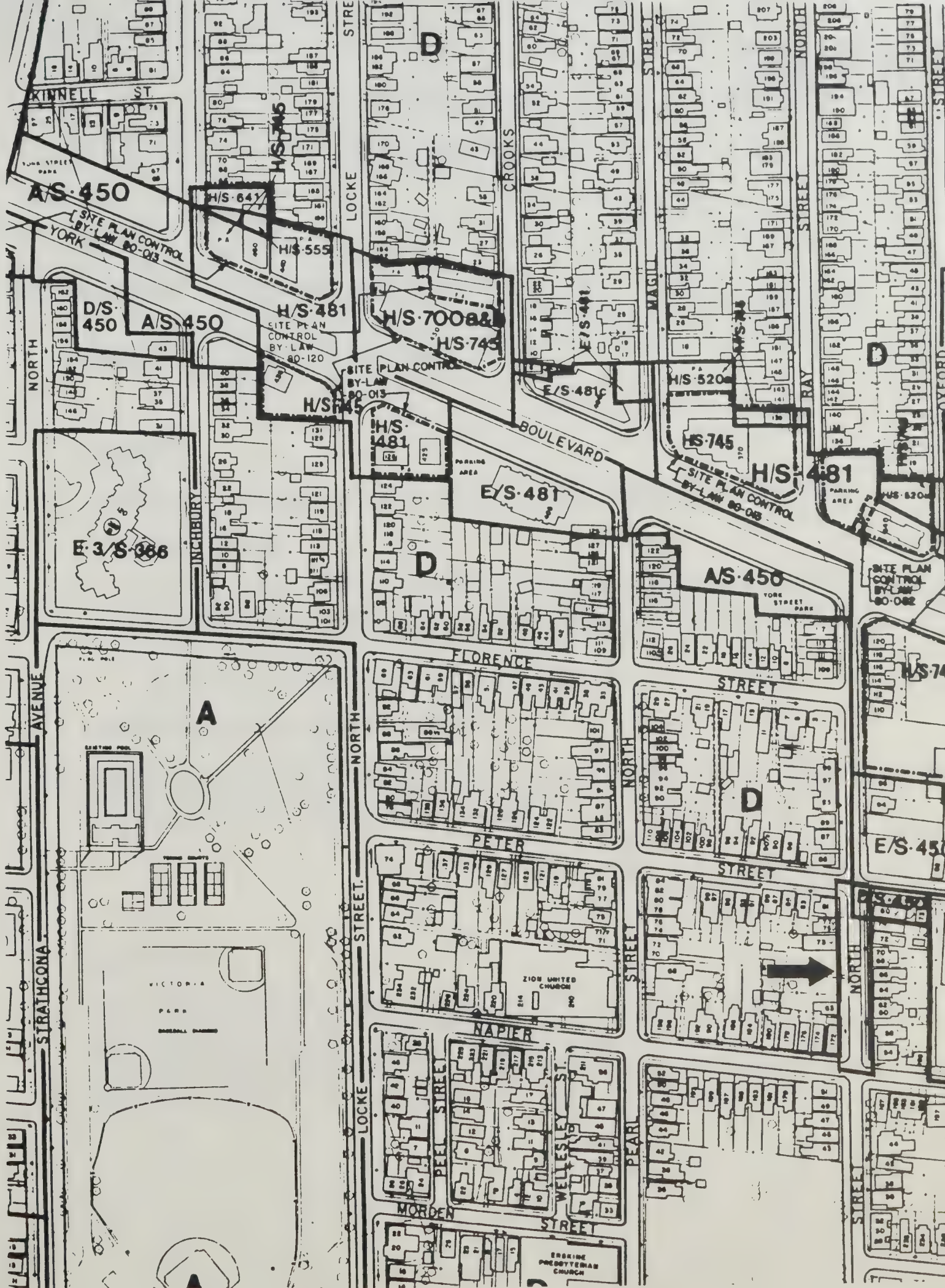
Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

implemented on both sides of the street in this block. All ten residents who signed the petition are in favour of the requested regulation. The Traffic Department has contacted one additional resident who is also in favour of the requested regulation.

Ray has a 23 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted parking on the west side of the street except for a corner clearance north of Napier. The Traffic Department supports the principal of prohibiting parking on one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, the Traffic Department does not support the request to allow parking on both sides of this street in this block.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by residents of area apartment buildings. The implementation of the requested regulation will reduce long-term non-resident parking and area residents of one, two and three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 68 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request for a time limit regulation on the west side of the street only.


CVB/MH/ca



CITY OF HAMILTON

- RECOMMENDATION -

2(BXiXU)

DATE: 1993 June 8

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

South side of Robert Street, east of Cathcart Street - Parking Regulations. [TEC-126-93]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Robert Street commencing at Cathcart Street and extending to a point 137 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for the parking permits will off-set the cost to some degree.


Murray F. Main, P.Eng.

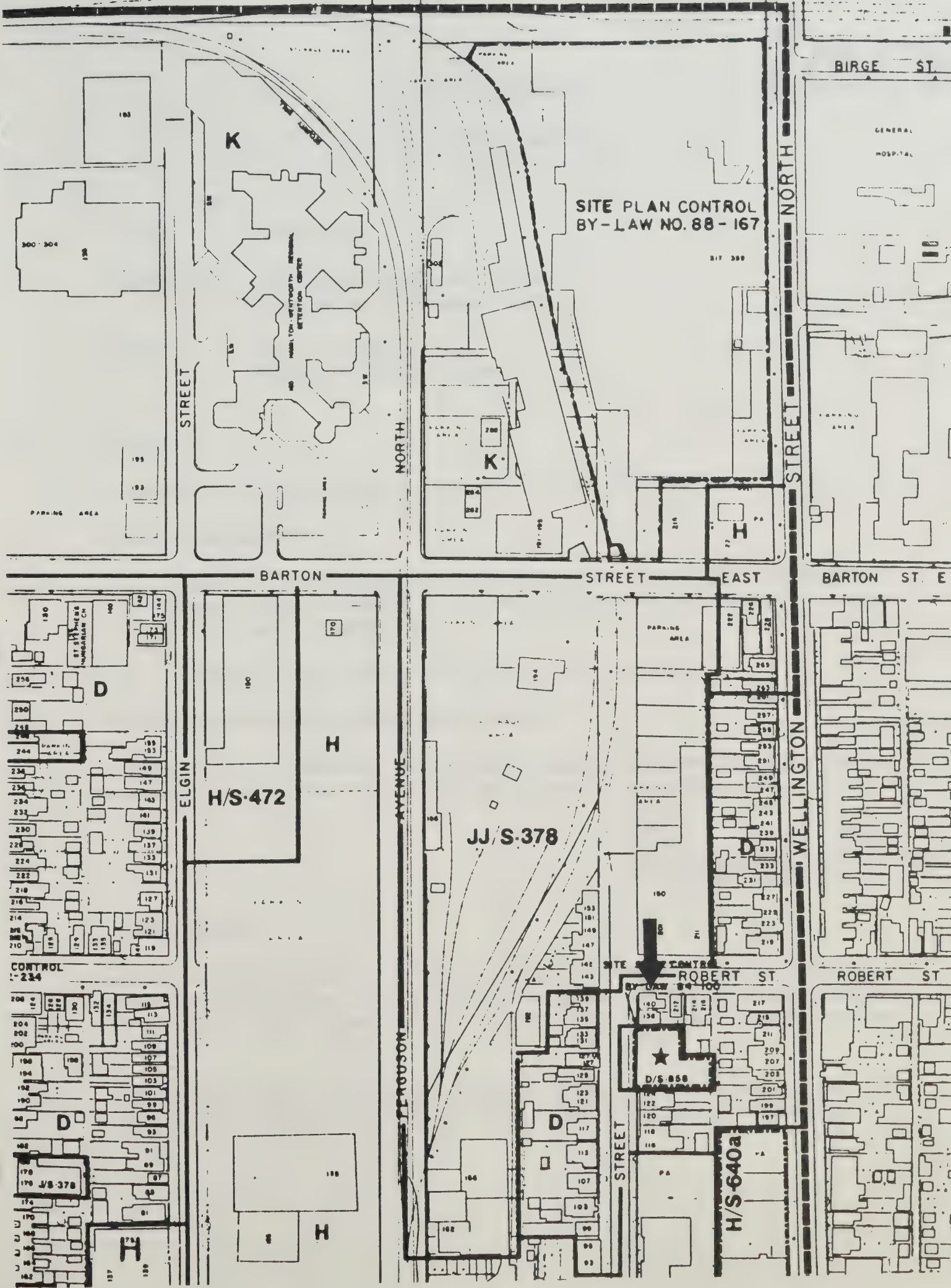
BACKGROUND:

The Traffic Department has received a petition signed by eight residents representing all four of the one, two, and three family dwellings abutting the south side of Robert in the westerly half of the block between Cathcart and Wellington, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the street in this area. All the petitioners are in favour of the requested regulation.

Robert has a 30 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side and unrestricted parking on the south side of the street in the westerly half of this block. There is unrestricted parking on both sides of the street in the easterly half of this block.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by nurses from the General Hospital. The implementation of the requested regulation would reduce long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 100% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

CVB/MH/ca



SITE PLAN CONTROL
BY-LAW NO. 88-167

STREET

NORTH

STREET NORTH

BIRGE ST

GENERAL
HOSPITAL

BARTON STREET EAST

BARTON ST. E

BARTON ST. E

ELGIN

H/S-472

H

AVENUE

JJ/S-378

STREET

WELLINGTON

ROBERT ST

ROBERT ST

STREET

H/S-640a

ROBERT ST

BY-LAW NO. 88-167

D/S-858

300-304

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PARKING AREA

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CITY OF HAMILTON

- RECOMMENDATION -

2(BXiXm

DATE: 1993 June 8

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

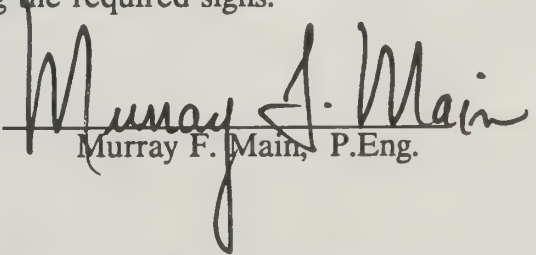
South side of Albright Road east of Mt. Albion Road - Parking Regulations. [TEC-127-93]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the south side of Albright Road commencing at a point 130 feet east of Mt. Albion Road and extending to a point 90 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Mr. & Mrs. Almonte, 251 Albright Road, that a "No Parking" regulation be implemented on the south side of Albright Road in front of the super mailboxes in order to allow an area for motorists to stop to pick up their mail.

Albright has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area.

The implementation of the requested regulation will result in a loss of approximately three legal on-street parking spaces in front of 283 Albright Road and this resident has advised that they support the requested "No Parking" regulation. Therefore, since virtually all residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

CVB
CVB/MH/ca

S-1247

UPCHARD

ROUSE

MONT

BIRKDALE P

AVENUE

REDHILL

MONTMORENCY CT.

AA

RED HILL PUBLIC SCHOOL

ROAD

ALBRIGHT ROAD

BRIGHT

HARRISFORD STREET

ST. LUKE'S SEPARATE SCHOOL

C/S-469

C

RT-20

E

D/S-360

HASKINS COURT

MARANTHA PL.

MONTMORENCY DRIVE

G-1

GREENHILL PLAZA

240

C/S-865

A

A/S-1

D/S-1059

GREENHILL

COURT

DRIVE

AVENUE

RT-20

CITY OF HAMILTON

- RECOMMENDATION -

2(B)(X)(n)

DATE: 1993 June 8

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

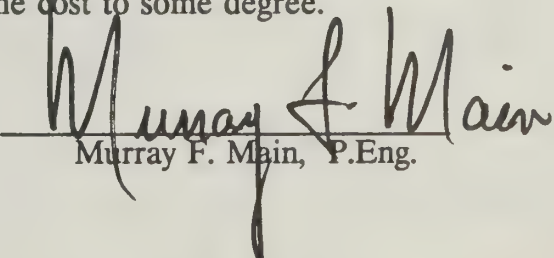
No. 159 Ferrie Street East - Request for a reserved "Permit Parking" regulation for a disabled resident. [TEC-128-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Ferrie Street East commencing at a point 224 feet west of Ferguson Avenue North and extending to a point 23 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Samuel Cipolla, 159 Ferrie Street East; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.


Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Mr. Samuel Cipolla, 159 Ferrie Street East, that a reserved "Permit Parking" regulation be implemented on the north side of the street in front of his home since he is disabled.

Ferrie Street East has a 26 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted parking on the north side of the street in this area.

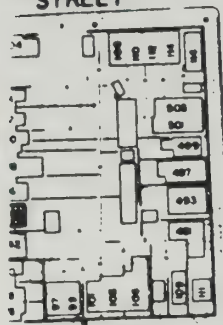
City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possesses a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Cipolla possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will reserve one legal on-street parking space directly in front of the applicant's home and since parking would be permitted on the north side of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.

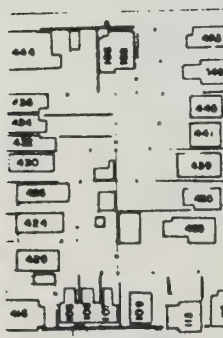
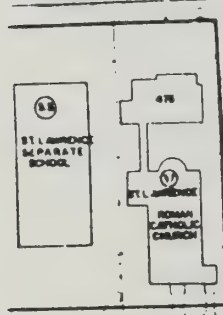

CVB/MH/ca



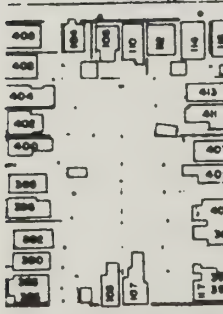
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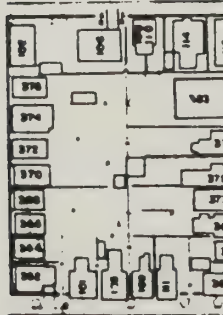
MACALEY



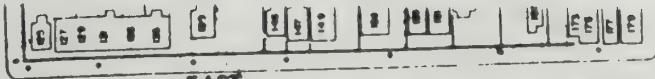
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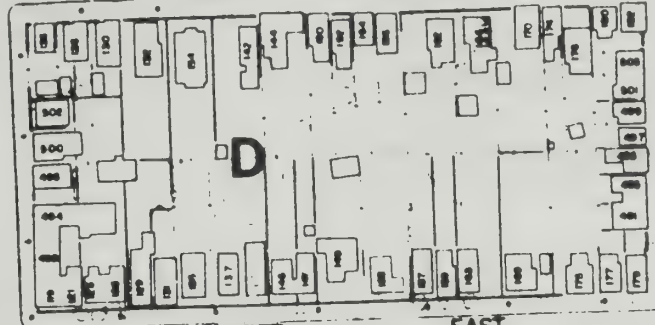
STREET



STREET

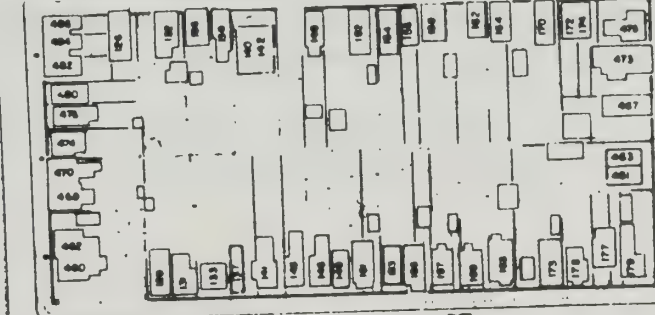


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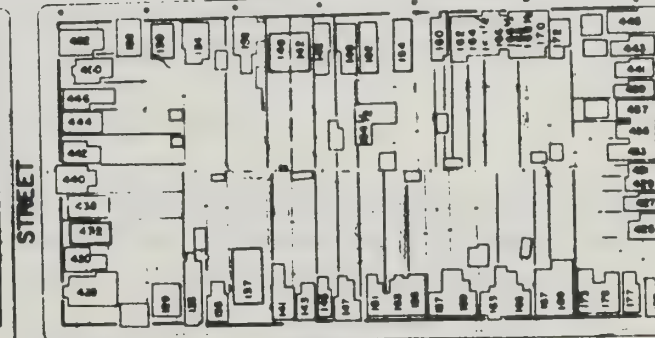
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ST.



STREET

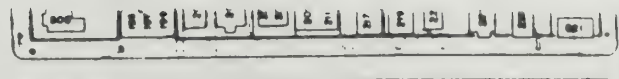
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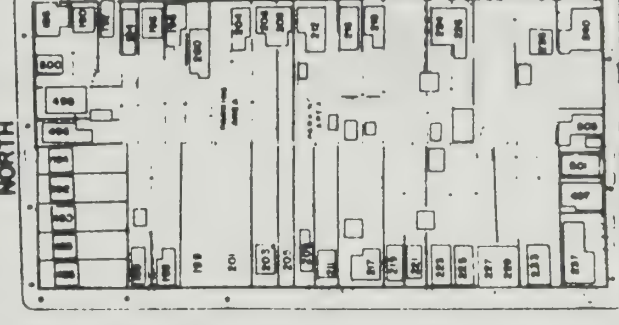
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EAST



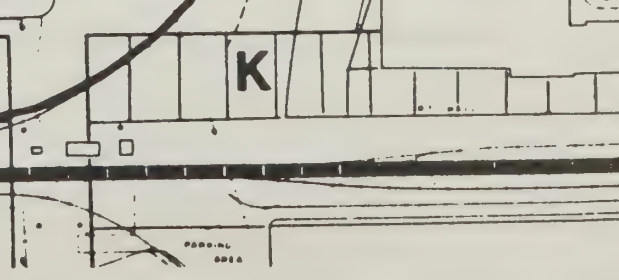
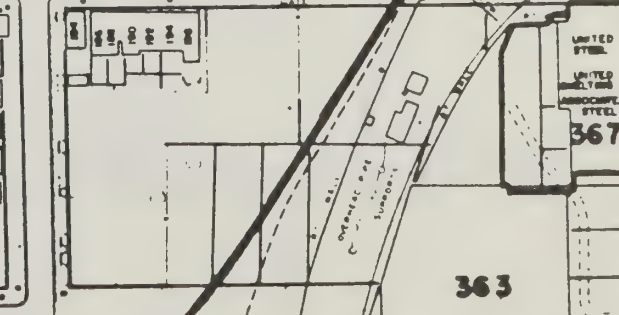
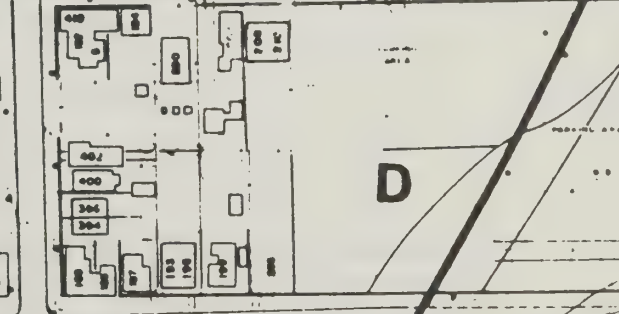
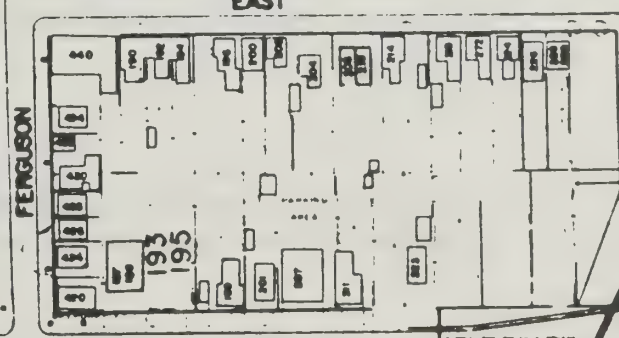
NORTH



AVENUE



EAST



K

363

UNITED STATES
STEEL
367

ST. JAMES AREA

PADDLING AREA

CITY OF HAMILTON

- RECOMMENDATION -

2(BX)XO

DATE: 1993 June 8

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

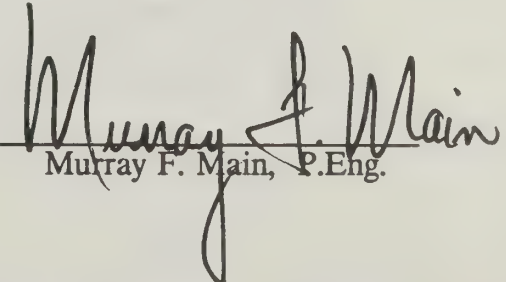
No. 35 Garfield Avenue North - Request for a Reserved "Permit Parking" space for a Disabled Resident. [TEC-129-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Garfield Avenue North commencing at a point 46 feet south of the north end and extending to a point 21 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Vittorio Borreggine, 35 Garfield Avenue North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.


Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Mr. Vittorio Borreggine, 35 Garfield

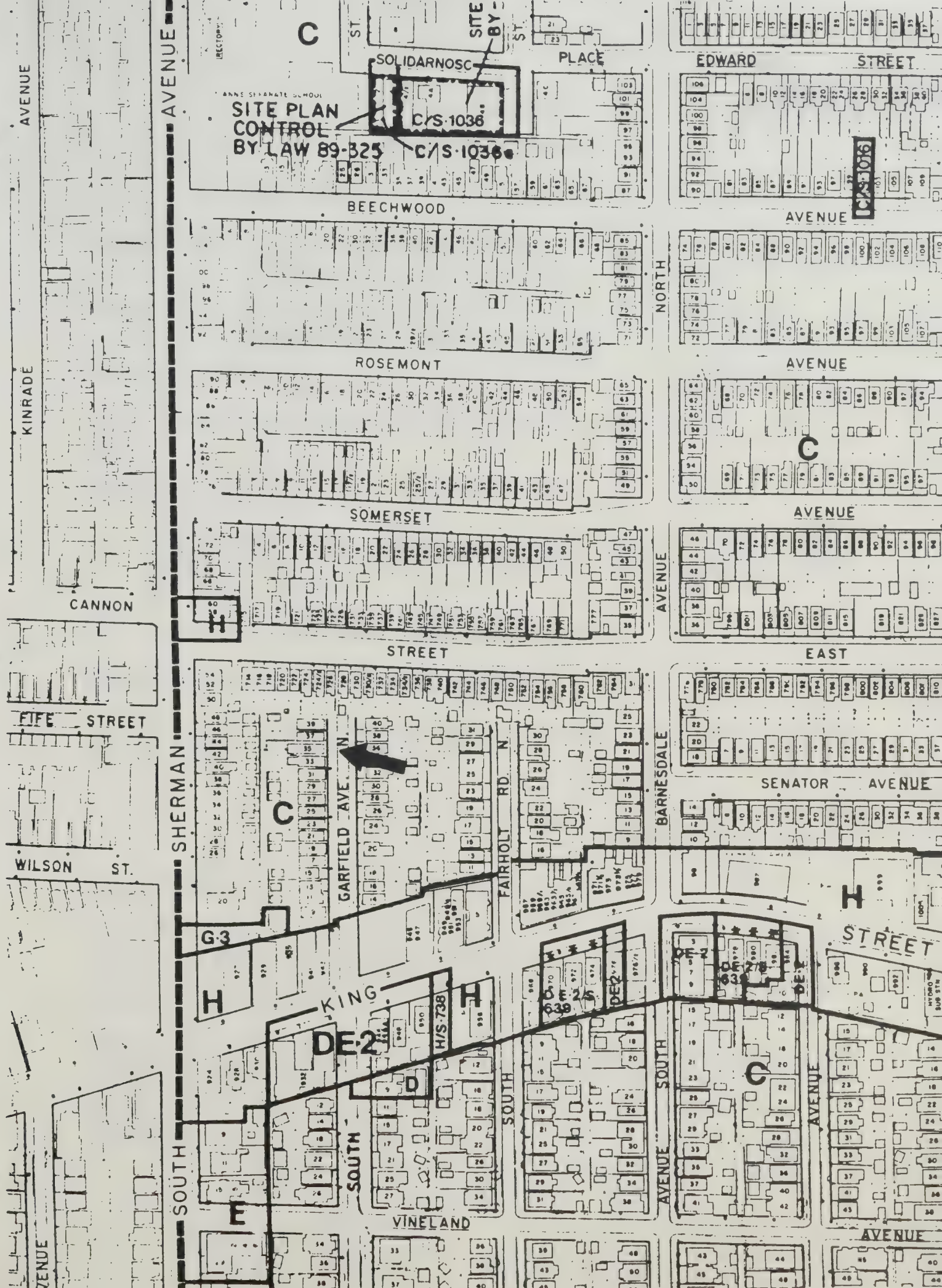
Avenue North, that a reserved "Permit Parking" space be designated on the west side of the street in front of his home since he is disabled.

Garfield has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possesses a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Borreggine possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will reserve one legal on-street parking space directly in front of the applicant's home and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.

CVB/mh
CVB/MH/ca



SITE PLAN
CONTROL
BY LAW 89-325

C/S-1036

SOLIDARNOSC PLACE

AVENUE

AVENUE

KINRADE

CANNON

FIVE STREET

WILSON ST.

SHERMAN

SOUTH

GARFIELD AVE. N.

KING

DE-2

SOUTH

VINEYARD

SOUTH

FAIRHOLT RD. N.

BARNESDALE

AVENUE

SENATOR AVENUE

STREET

AVENUE

AVENUE

AVENUE

EAST

EDWARD STREET

AVENUE

NORTH

CITY OF HAMILTON

- RECOMMENDATION -

2(BXiXp)

DATE: 1993 June 8

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

JUN 14 1993

SUBJECT:

CITY CLERKS

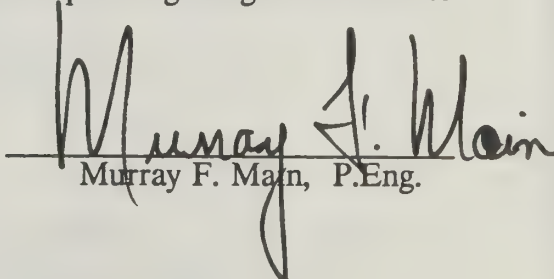
No. 88 San Remo Drive - Removal of a Disabled "Permit Parking" regulation. [TEC-130-93]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the west side of San Remo Drive which commences 98 feet south of San Francisco Avenue and extends to a point 20 feet southerly therefrom, be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

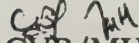
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

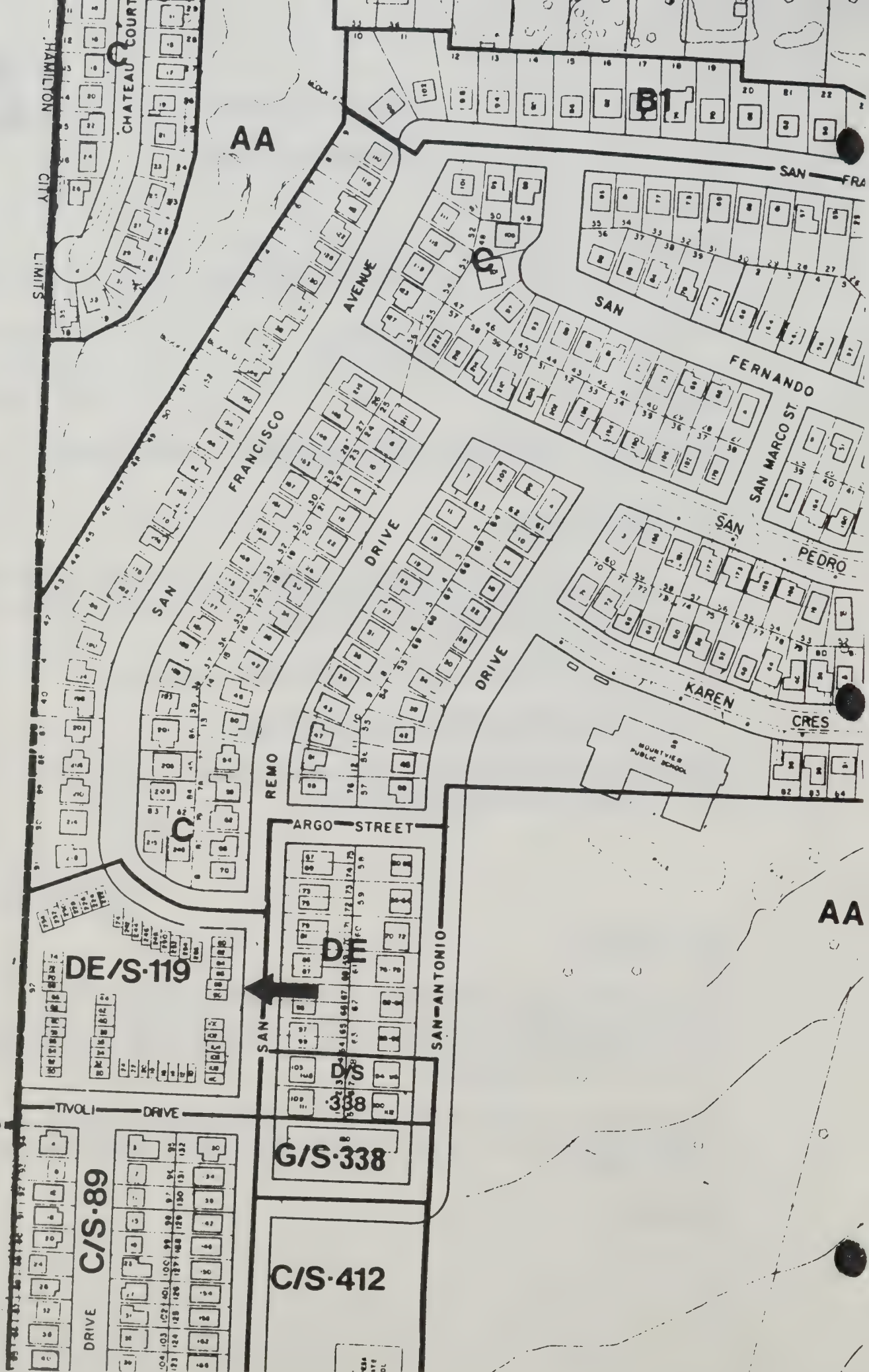

Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Mr. Gerald White, 88 San Remo Drive, that the reserved "Permit Parking" space on the west side of the street in front of his home be removed. The regulation was originally requested by Mr. White and approved by City Council on 1992 January 14.

Mr. White has contacted the Traffic Department to advise that his health has improved and no longer requires the reserved parking space. Therefore, the Traffic Department concurs with this request.


CVB/MH/ca



2(BXiX9

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

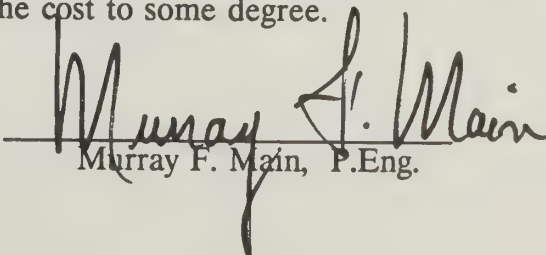
No. 5 Lyndhurst Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-132-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Lyndhurst Street commencing at a point 51 feet north of the south end of the sidewalk and extending to a point 23 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. John Day, No. 5 Lyndhurst Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.


Murray F. Main, P.Eng.

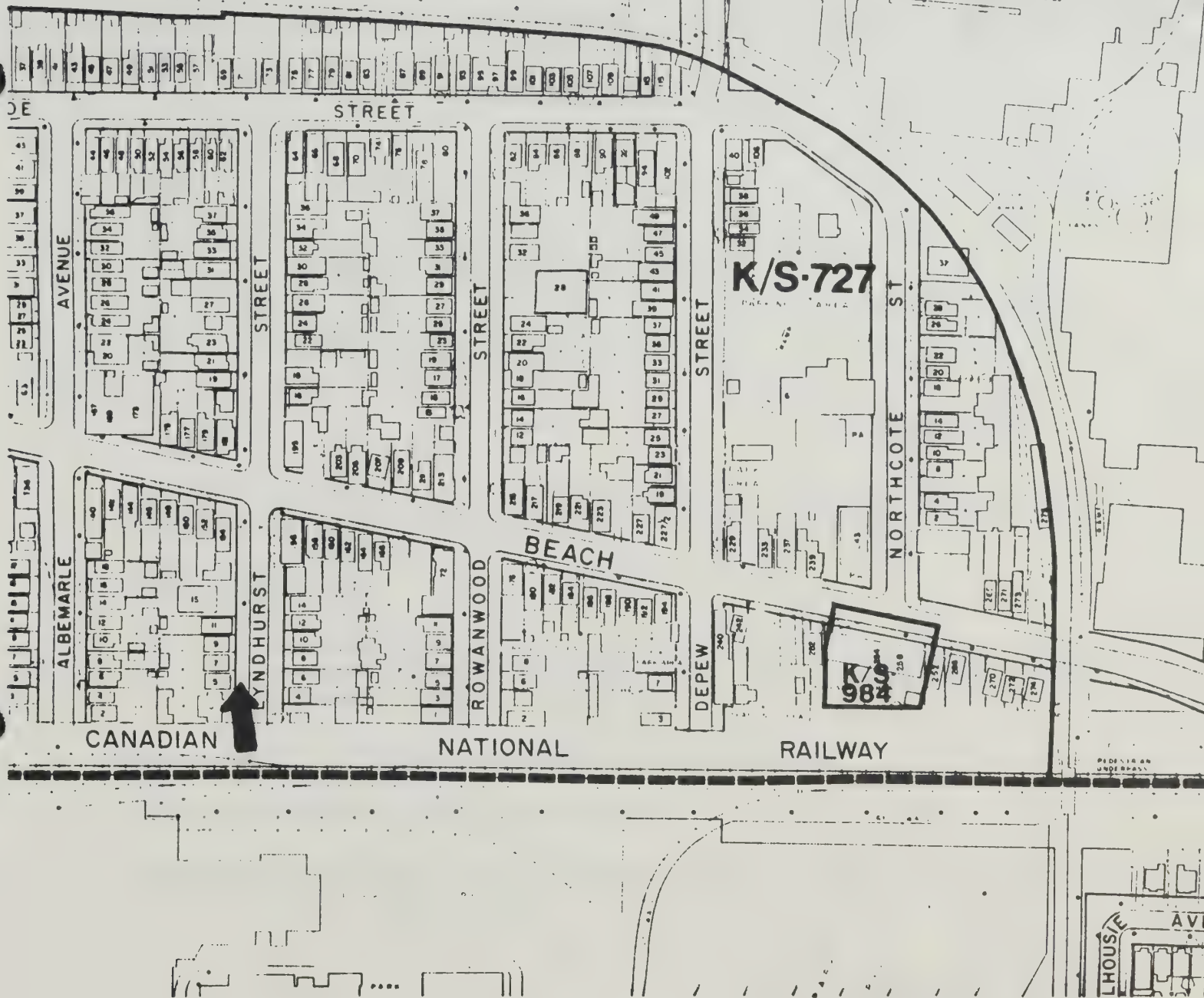
BACKGROUND:

The Traffic Department received a request from Mr. John Day, 5 Lyndhurst Street, that a reserved "Permit Parking" space be designated on the west side of Lyndhurst Street in front of his home since he is disabled.

Lyndhurst Street has a 25 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in the entire block except for a parking prohibition on both sides at the southerly end. Mr. Day's residence abuts the "Alternate Side Parking" regulation and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street. However, Mrs. Day has advised that her husband requires a space only when parking is permitted on her side of the street under the existing "Alternate Side Parking" regulation so as not to inconvenience other area residents.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Day possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


MT/CVB/ks



CANADIAN

NATIONAL

RAILWAY

HOUSE
AV

2(BXIX)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

SUBJECT:

CITY CLERKS

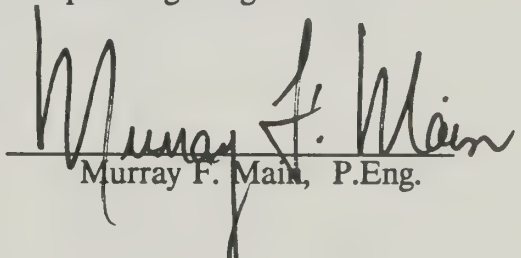
No. 145 Grant Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-133-93]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the east side of Grant Avenue commencing at a point 99 feet south of Delaware Avenue and extending to a point 22 feet easterly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

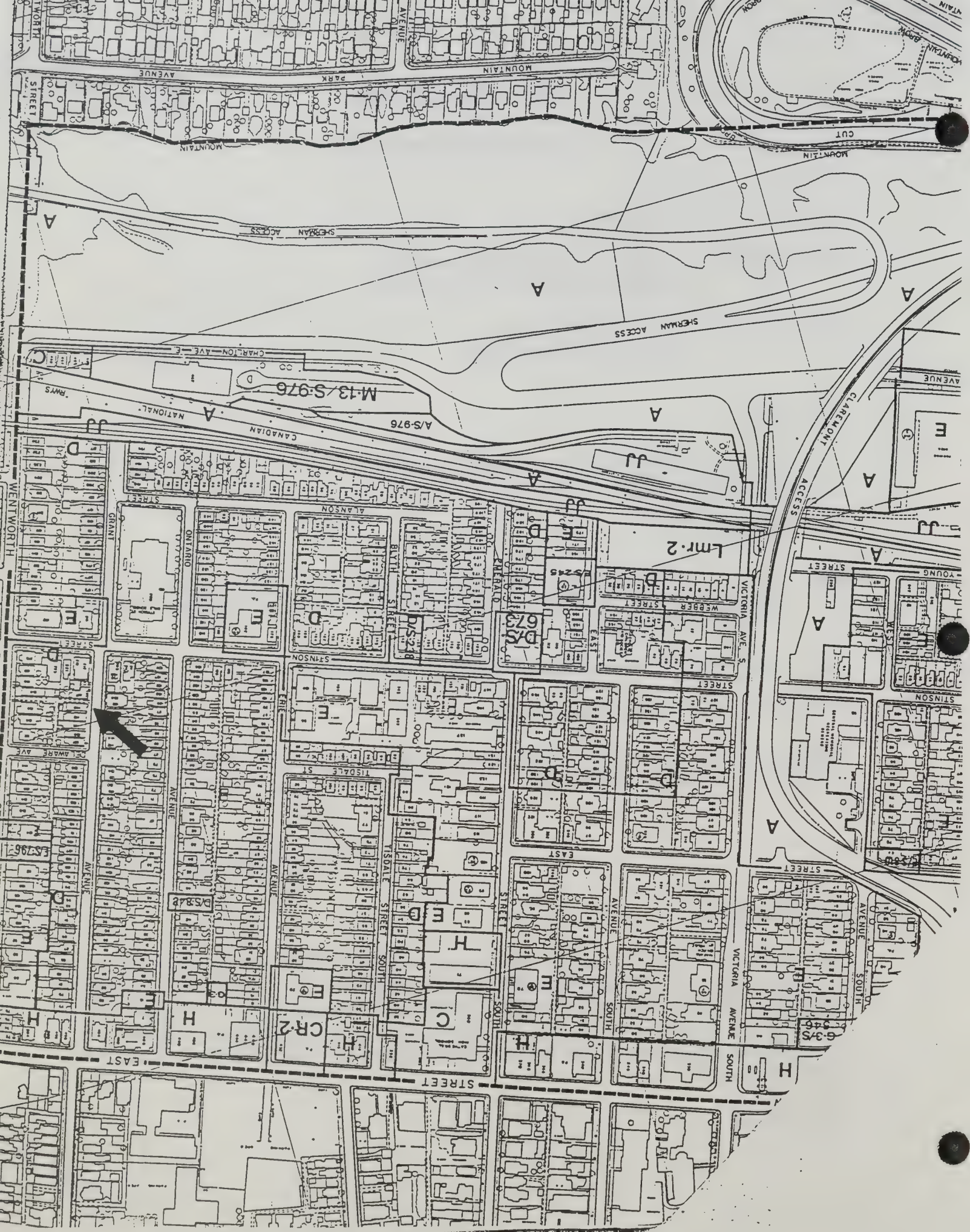
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the signs.


Murray F. Main, P.Eng.

BACKGROUND:

In 1991 City Council approved a request from Mrs. Evelyn Balli, 145 Grant Avenue, to implement a reserved "Permit Parking" space in front of her home on Grant Avenue since her son is disabled. However, Mrs. Balli has advised that the reserved parking space is no longer needed since they are moving and therefore, it would be appropriate to remove the "Permit Parking" regulation. The Traffic Department has reviewed this matter and concurs with this request.


MT/CVB/ks



CITY OF HAMILTON

- RECOMMENDATION -

26XIXS

DATE: 1993 June 10

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

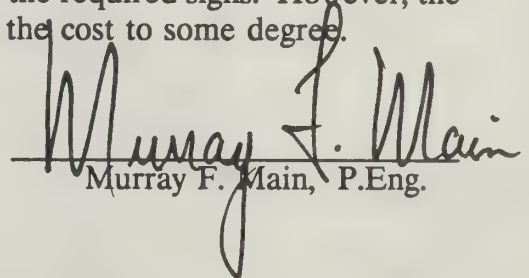
South side of Market Street, west of Queen Street North - Parking Regulations. [TEC-140-93]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Market Street commencing at Queen Street North and extending to a point 93 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for the parking permits will off-set the cost to some degree.


Murray F. Main, P.Eng.

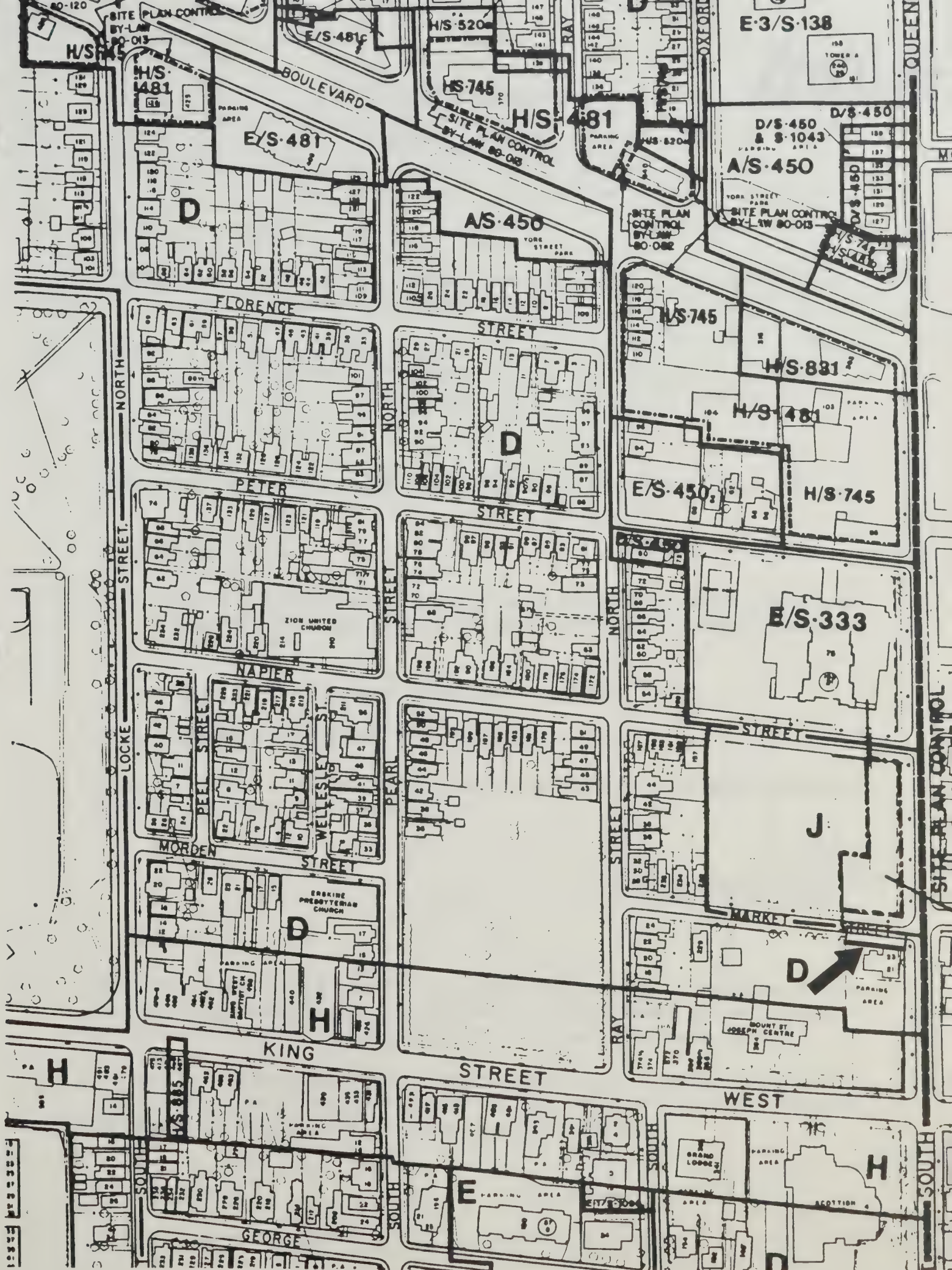
BACKGROUND:

The Traffic Department has received a request from Mr. Henry Bojeski, 23 Queen Street North, that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Market to control the three on-street parking spaces along the flankage of his home.

Market has a 24 foot pavement width, and presently, parking is prohibited on the north side

and there is unrestricted parking on the south side of the street in this area. Mr. Bojeski has expressed concern regarding long-term non-resident parking by visitors from area apartment buildings. The implementation of the requested regulation will reduce long-term non-resident parking and area residents of one, two and three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since the requested regulation will only abut Mr. Bojeski's property, the Traffic Department concurs with the request.

CVB/MH/ca



H/S-481

SITE PLAN CONTROL BY-LAW 80-013

E/S-481

H/S-520

E-3/S-138

H/S-481

E/S-481

H/S-745

H/S-481

SITE PLAN CONTROL BY-LAW 80-013

D/S-450 & S-1043

A/S-450

SITE PLAN CONTROL BY-LAW 80-013

AS-450

SITE PLAN CONTROL BY-LAW 80-082

H/S-745

H/S-831

H/S-481

E/S-450

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CITY OF HAMILTON

- RECOMMENDATION -

26BX1A

DATE: 1993 June 10

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 11 1993

CITY CLERKS

SUBJECT:

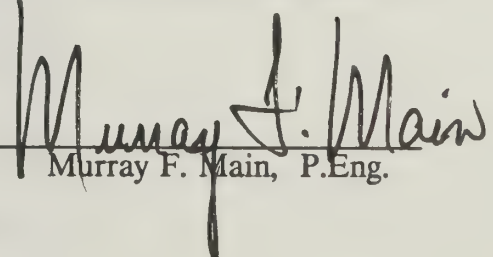
South side of Harrison Avenue, east of Harmony Avenue - Parking Regulations. [TEC-141-93]

RECOMMENDATION:

- a) That the existing "No Stopping" regulation on the south side of Harrison Avenue commencing at Harmony Avenue and extending to a point 59 feet easterly therefrom, be removed; and
- b) That the City Traffic By-law be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the subject signs.


Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Mr. Don Kenny, 116 Harmony Avenue, that the existing 59 foot "No Stopping" regulation on the south side of Harrison adjacent to his home be removed in order to provide additional on-street parking in this area.

Harrison has a 28 foot pavement width, and presently, parking is prohibited on the north side and there is unrestricted parking on the south side of the street in this area. There are also corner clearances on both sides of Harrison east of Harmony.

The corner clearances were implemented many years ago to facilitate turning movements by H.S.R. buses. However, buses no longer operate on this section of Harrison, and therefore, the Traffic Department concurs with the request to remove the "No Stopping" regulation on the south side of Harrison, east of Harmony. The removal of the "No Stopping" regulation will restore approximately two legal on-street parking spaces in this area.

CVB
CVB/MH/ca

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DUNBAR

SITE PLAN CONTROL
BY L.M. NO 83-227

AVENUE

AVENUE

STREET

MERCHISON

AVENUE

AVENUE

VANSITMART

AVENUE

HARMONY

DIVISION

HARRISON

AVENUE

BARTON

KENILWORTH

G/S-188

NEWLANDS

AVENUE

J/S-837

ALBANY

AVENUE

AVENUE

AVENUE



20110101

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 10

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

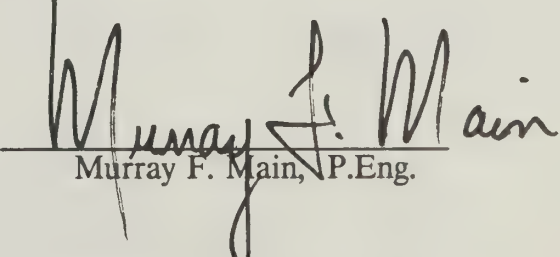
Leland Street at Royal Avenue or at Ward Avenue - Intersection Control. [TEC-107-93]

RECOMMENDATION:

- a) That the direction of stop control at the intersection of Leland Street and Ward Avenue be switched, such that northbound and southbound traffic on Leland Street would be required to stop for eastbound and westbound traffic on Ward Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

Alderman Mary Kiss has advised of residents requests that stop control be implemented on Leland Street at Royal or Ward Avenues. No specific concerns were mentioned with regard to the operation of these intersections.

The subject intersections are both four-leg intersections, and presently, eastbound and westbound traffic on Royal Avenue and Ward Avenue is required to stop for northbound and southbound traffic on Leland Street. Traffic Department records indicate that there have been no reported collisions at either intersection in the past seven years. This is an excellent collision record for this type of intersection.

An investigation has revealed that it would be beneficial to the pattern of stop control on both Leland Street and Ward Avenue to switch the direction of stop control at this intersection such that northbound and southbound traffic on Leland Street would be required to stop for eastbound and westbound traffic on Ward Avenue, and therefore, the Traffic Department concurs with the request.


MT/CVB/ks



C/S 720



26Xixb

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 May 12

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

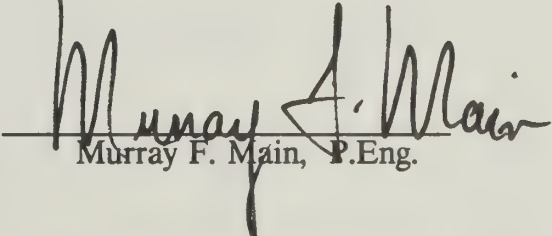
Intersection of Cranbrook Drive and Stanlow Crescent - Intersection Control. [TEC-95-93]

RECOMMENDATION:

- a) That northbound traffic on Stanlow Crescent be required to stop for eastbound and westbound traffic on Cranbrook Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

Alderman Don Ross advised of a resident's request for the implementation of eastbound and westbound stop control on Cranbrook Drive at Stanlow Crescent.

The subject intersection is a "T" type intersection, and presently, there are no stop control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection.

Experience with attempting to stop motorists on the through roadway at "T" type intersections has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for stop signs, and the violation rate has been found to be relatively high. Thus, the erection of stop signs on Cranbrook Drive at Stanlow Crescent could lead to a more serious condition if pedestrians crossing the street expect the motorist to come to a stop, and the motorists, for whatever reasons, fails to stop for the stop sign. Therefore, for the above-noted reasons the Traffic Department does not support the request for eastbound and westbound stop control at the intersection of Cranbrook Drive and Stanlow Crescent.

Notwithstanding, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that northbound traffic on Stanlow Crescent be required to stop for eastbound and westbound traffic on Cranbrook Drive.


MT/CVB/ks

FREEWAY

D/S-179

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CRESCENT

GREYNA COURT

1. 2000

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AA

BLOCK "G"

C

BLOCK 4

BLOCK " F "

1312

GEMINI

DRIVE

COURT—

CITY OF HAMILTON

- RECOMMENDATION -

2(BXIXC)

DATE: 1993 April 26

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

SUBJECT:

CITY CLERKS

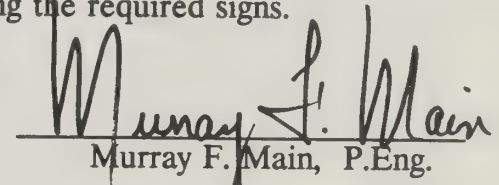
Intersection of Donn Avenue and Highridge Avenue - Intersection Control. [TEC-97-93]

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Donn Avenue and Highridge Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operation budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

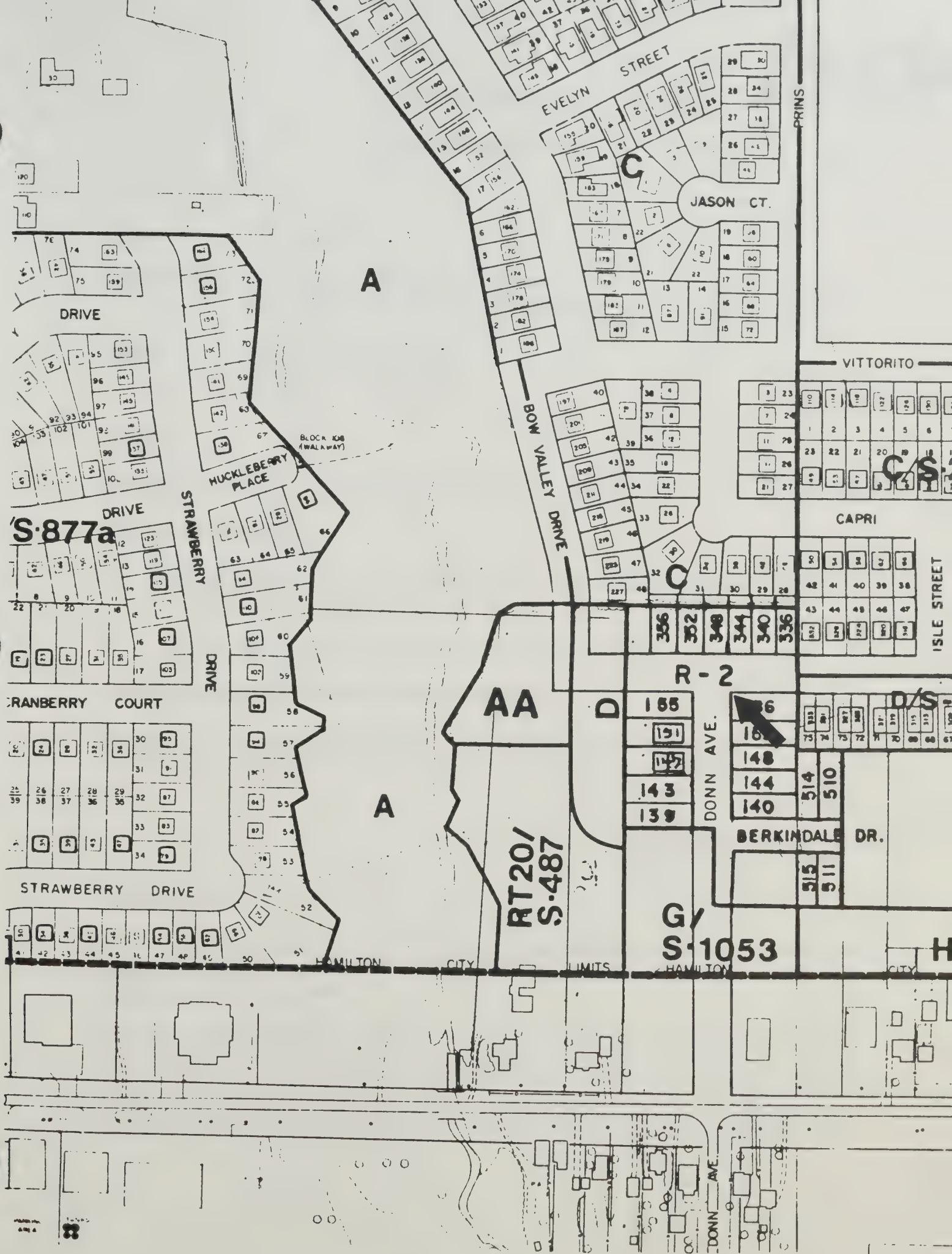
The Traffic Department has received a request from Mr. Steve Lush, 316 Highridge Avenue, that three-way stop control be implemented at the intersection of Highridge Avenue and Isle Street.

This intersection is a "T" type intersection, and presently, southbound traffic on Isle Street is required to stop for eastbound and westbound traffic on Highridge Avenue. The Traffic Department has concluded that three-way stop control is not warranted at this intersection.

Notwithstanding, the intersection of Highridge Avenue and Donn Avenue, which is located

one block west of Isle Street, meets at least one of the criteria respecting the use of all-way stop control since it is an intersection of two collector roadways. Therefore, the Traffic Department recommends that three-way stop control be implemented at the intersection of Donn Avenue and Highridge Avenue.

CVB/MH/ca



A

C

JASON CT.

DRIVE

STRAWBERRY DRIVE

HUCKLEBERRY PLACE

BLOCK 108 (WALKWAY)

BOW VALLEY DRIVE

VITTORITO

CAPRI

ISLE STREET

S-877a

STRAWBERRY COURT

AA

R-2

D

DONN AVE.

RT20/
S-487

BERKINDALE DR.

STRAWBERRY DRIVE

G/
S-1053

HAMILTON CITY LIMITS

HAMILTON CITY

DONN AVE.

26XIXA

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 May 27

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

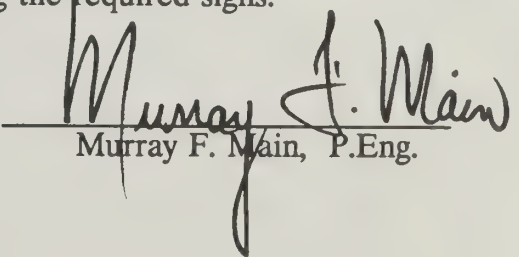
Intersection of Glen Forest Drive and Golfcrest Road - Intersection Control. [TEC-114-93]

RECOMMENDATION:

- a) That westbound traffic on Golfcrest Road be required to stop for northbound and southbound traffic on Glen Forest Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

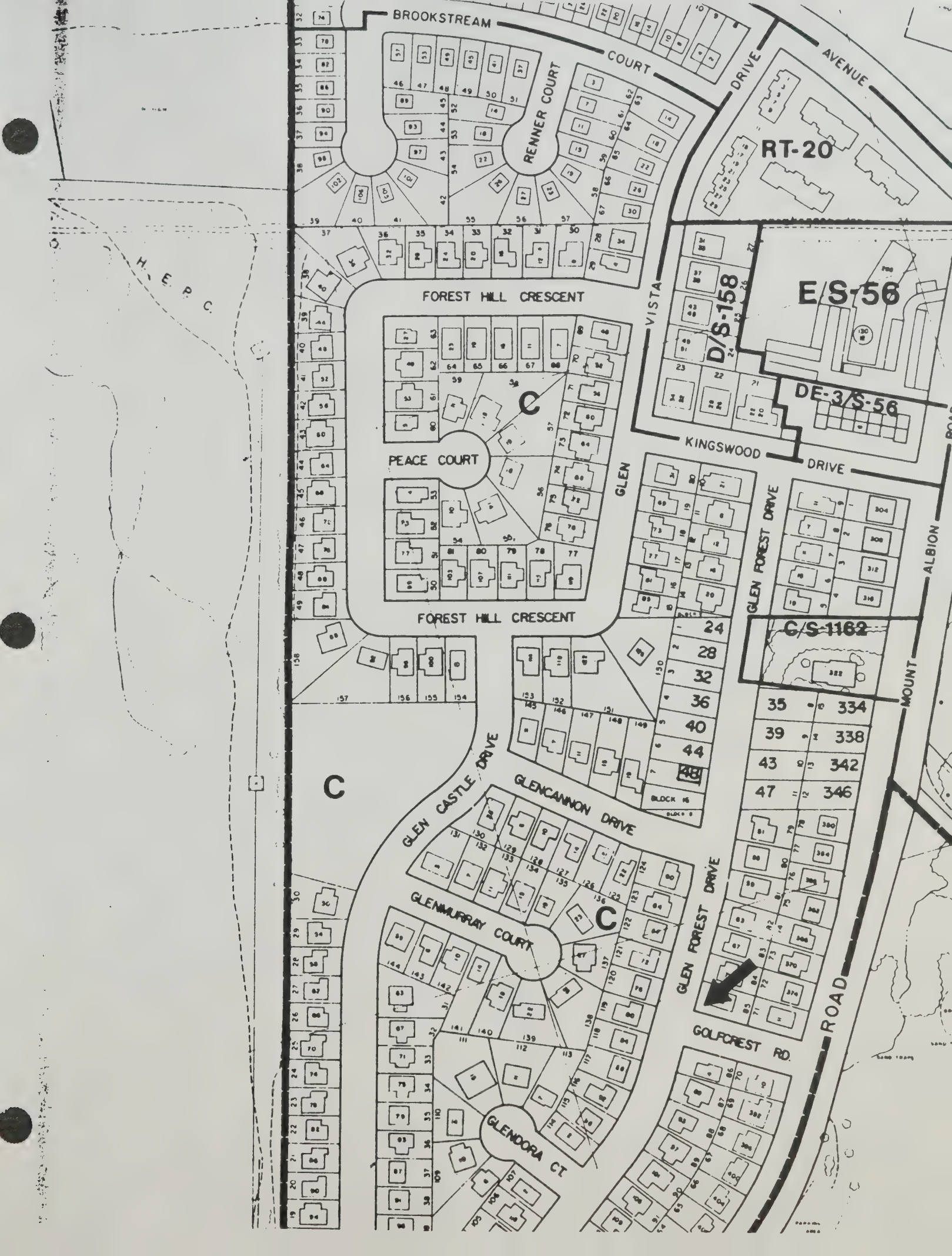
BACKGROUND:

The Traffic Department has received a request from Alderman Agostino, that three-way stop control be implemented at the intersection of Glen Forest Drive and Golfcrest Road to assist pedestrian crossings.

The subject intersection is a "T" type intersection and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. There have been no pedestrian collisions during this same time period. This is an excellent collision record for this type of intersection which could not be improved upon by the implementation of three-way stop control.

The Traffic Department has concluded that three-way stop control is not warranted at this intersection at this time. Notwithstanding, the Traffic Department supports the principle of stopping traffic on the stem of a "T" type intersection in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that westbound traffic on Golfcrest be required to stop for northbound and southbound traffic on Glen Forest.

(43) JMH
CVB/MH/ca



2(b)(ii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 June 7

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

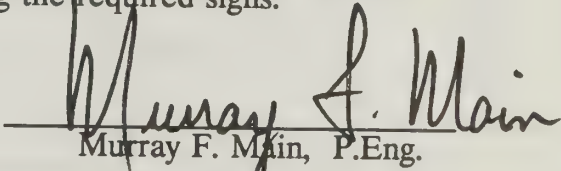
Intersection of Blackthorne Avenue and Fieldway Drive - Intersection Control. [TEC-120-93]

RECOMMENDATION:

- a) That northbound traffic on Blackthorne Avenue be required to stop for eastbound and westbound traffic on Fieldway Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

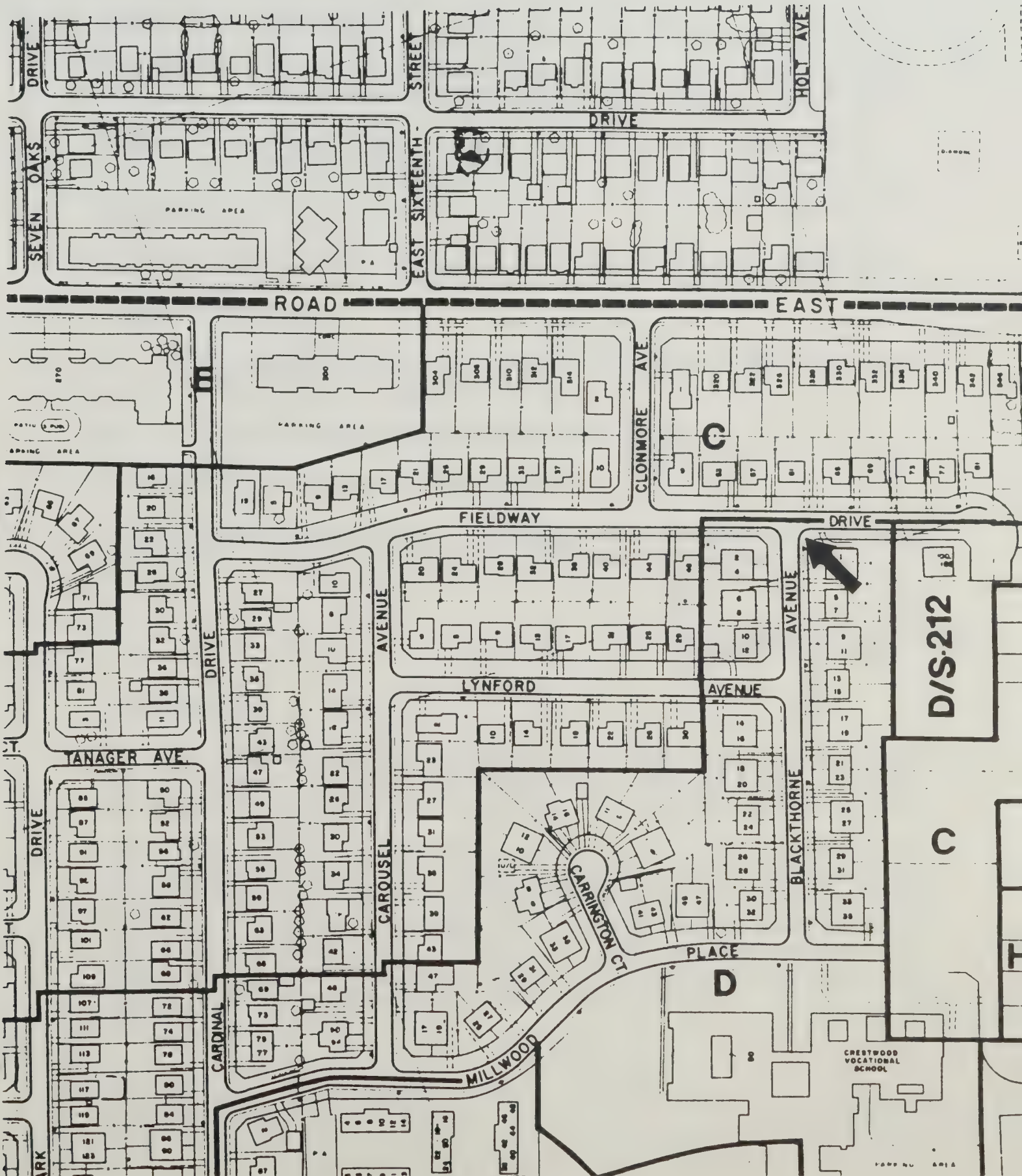
BACKGROUND:

Alderman Terry Anderson has forwarded a petition signed by several area residents requesting stop control at the intersection of Blackthorne Avenue and Fieldway Drive.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection.

Notwithstanding, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that northbound traffic on Blackthorne be required to stop for eastbound and westbound traffic on Fieldway.


CVB/MH/ca



D/S-212

C

D

CRESTWOOD VOCATIONAL SCHOOL

216XIXS

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 June 09

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

JUN 14 1993

SUBJECT:

CITY CLERKS

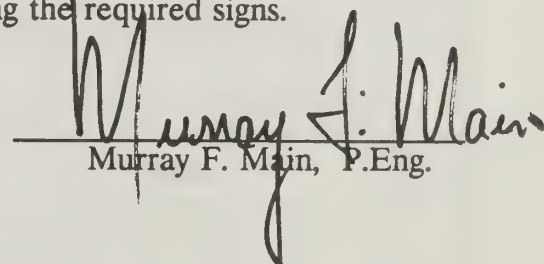
Intersection of Brigade Drive and Essling Avenue - Intersection Control. [TEC-135-93]

RECOMMENDATION:

- a) That westbound traffic on Essling Avenue be required to stop for northbound and southbound traffic on Brigade Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

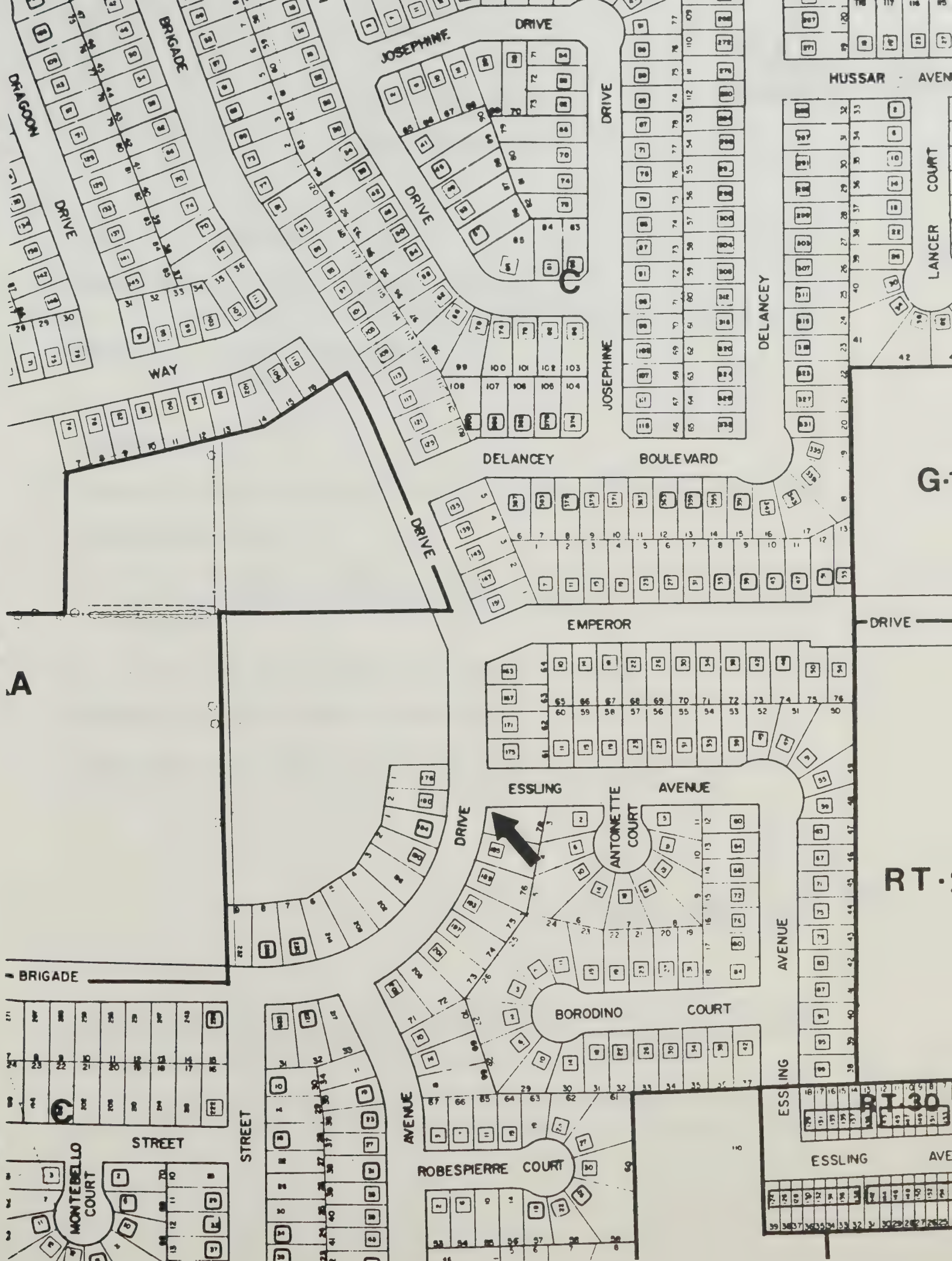
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Mrs. Laurie Kee, 6 Antoinette Court, that stop control be implemented at the intersection of Brigade and Essling. The subject intersection is a "T" type intersection, and presently there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection. Notwithstanding, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that westbound traffic on Essling be required to stop for northbound and southbound traffic on Brigade.



2(BXiXg)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 May 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

SUBJECT:

CITY CLERKS

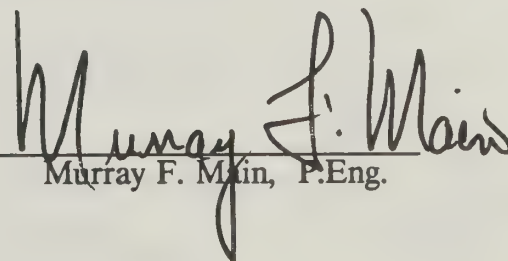
Intersection of Lawnhurst Drive and Lawnview Drive - Corner Clearance. [TEC-105-93]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the south side of Lawnhurst Drive commencing at Lawnview Drive and extending to a point 120 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.


BACKGROUND:

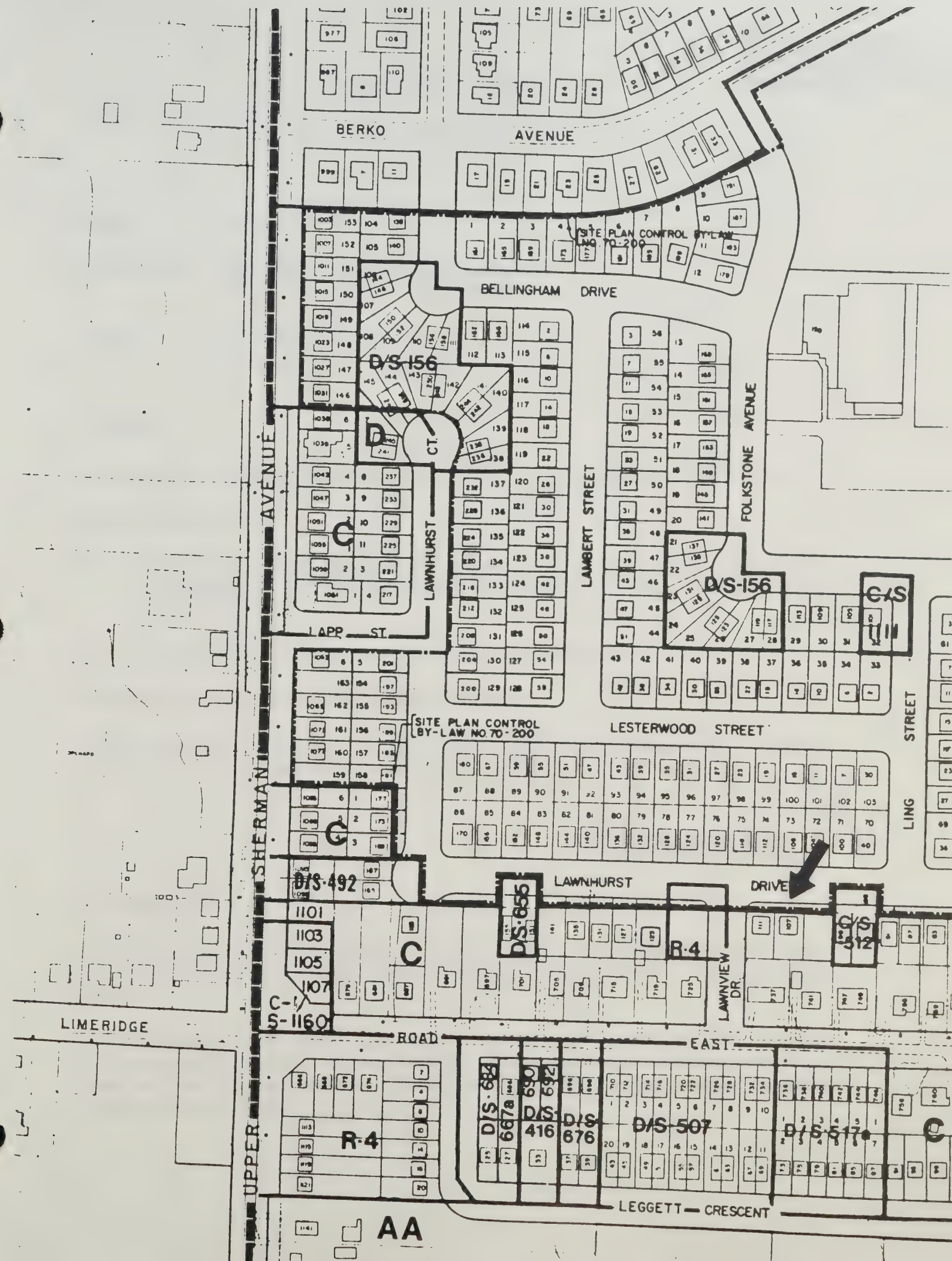
Alderman Henry Merling has advised of concerns expressed by Mrs. Dixon, 107 Lawnhurst Drive, regarding visibility at the intersection of Lawnhurst Drive and Lawnview Drive and has requested that a corner clearance be implemented at this intersection.

An investigation has confirmed that parked vehicles on the south side of Lawnhurst, east of Lawnview do obstruct visibility for northbound motorists on Lawnview attempting to

enter Lawnhurst as well as for residents on the south side of the street attempting to exit their driveway onto Lawnhurst. Therefore, the Traffic Department concurs with the request and recommends that a "No Stopping" regulation be implemented on the south side of Lawnhurst, east of Lawnview.

The implementation of the requested regulation will result in a loss of approximately three legal on-street parking spaces. However, since the two residents whose property will abut the proposed regulation are in favour of the regulation, and since virtually all residents in this area have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.


CVB/MH/ca



BERKO

AVENUE

BELLINGHAM DRIVE

FOLKSTONE AVENUE

LAMBERT STREET

SITE PLAN CONTROL
BY-LAW NO. 70-200

LESTERWOOD STREET

LING STREET

LAWNURST DRIVE

DRIVE

LAWNVIEW DR.

R-4

EAST

LEGGETT - CRESCENT

AA

UPPER

LIMERIDGE

C-1
S-1160

R-4

D/S-684

D/S-416

D/S-676

D/S-507

D/S-517

D/S-512

D/S-556

D/S-492

D/S-156

D/S-156

C-5

SITE PLAN CONTROL BY-LAW
NO. 70-200

2(Bliih)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 May 27

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

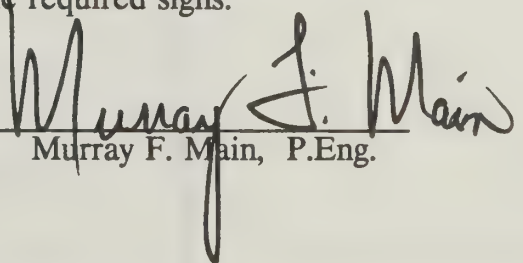
Intersection of Borodino Court and Essling Avenue - Corner Clearance. [TEC-112-93]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the west side of Essling Avenue commencing at Borodino Court and extending to a point 127 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

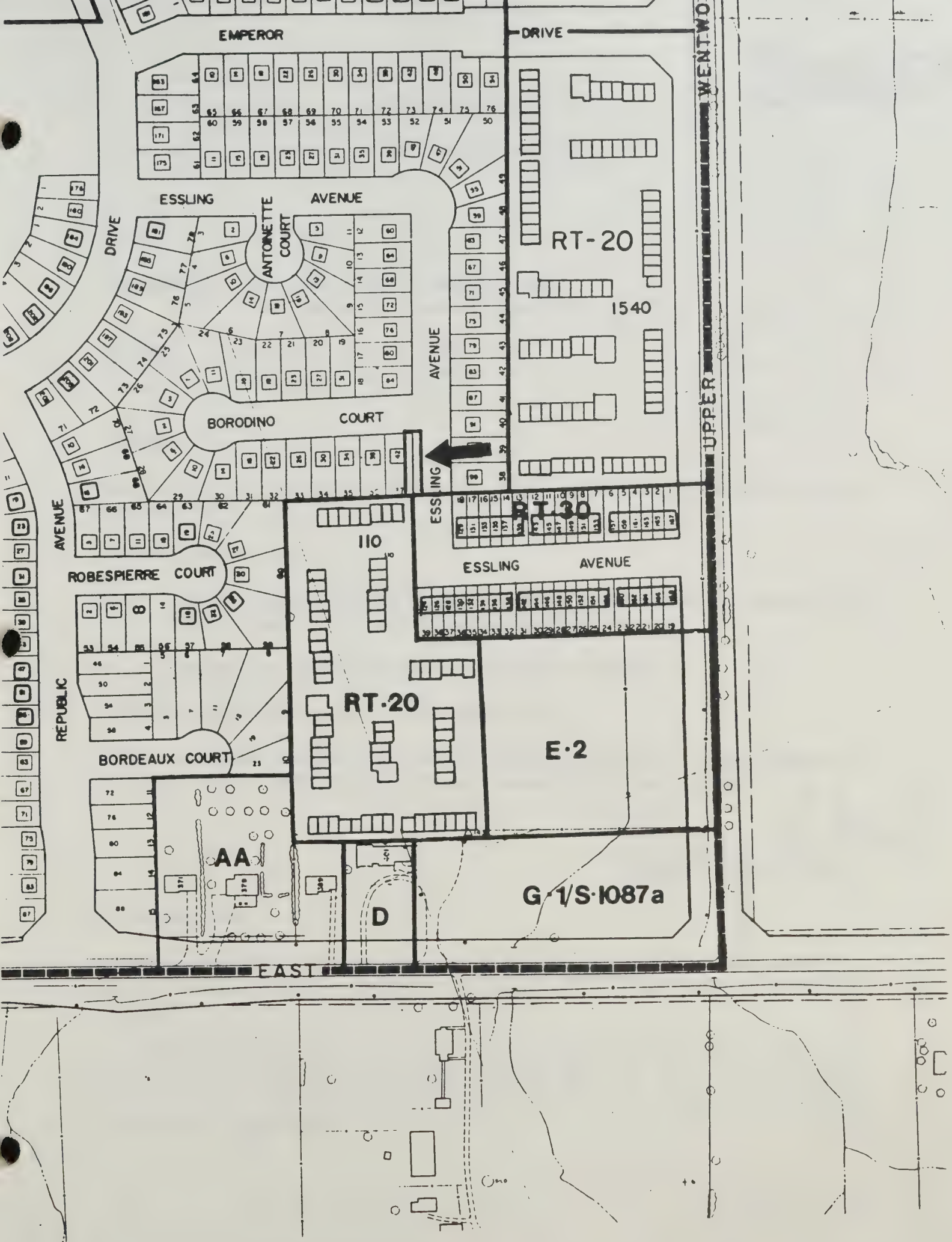
BACKGROUND:

Alderman Henry Merling has advised of a request from Mrs. Helsby, 42 Borodino Court, that a corner clearance be implemented at the intersection of Borodino Court and Essling Avenue.

An investigation has confirmed that parked vehicles on the west side of Essling Avenue south of Borodino Court do obstruct visibility to some degree for eastbound motorists on Borodino Court attempting to enter Essling Avenue. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in a loss of approximately five legal on-street parking spaces. However, since virtually all residents have available off-street parking the Traffic Department does not anticipate any parking difficulties for area residents.

CVB MH
CVB/MH/ca



CITY OF HAMILTON

- RECOMMENDATION -

26XiiXi)

DATE: 1993 May 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

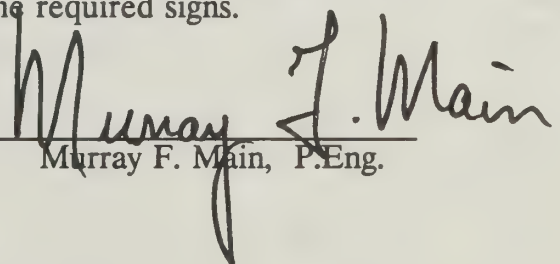
Intersection of Fiona Crescent and Fiona Crescent/Joseph Court - Intersection Control.
[TEC-106-93]

RECOMMENDATION:

- a) That northbound traffic on Fiona Crescent be required to stop eastbound and westbound traffic on Fiona Crescent/Joseph Court; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

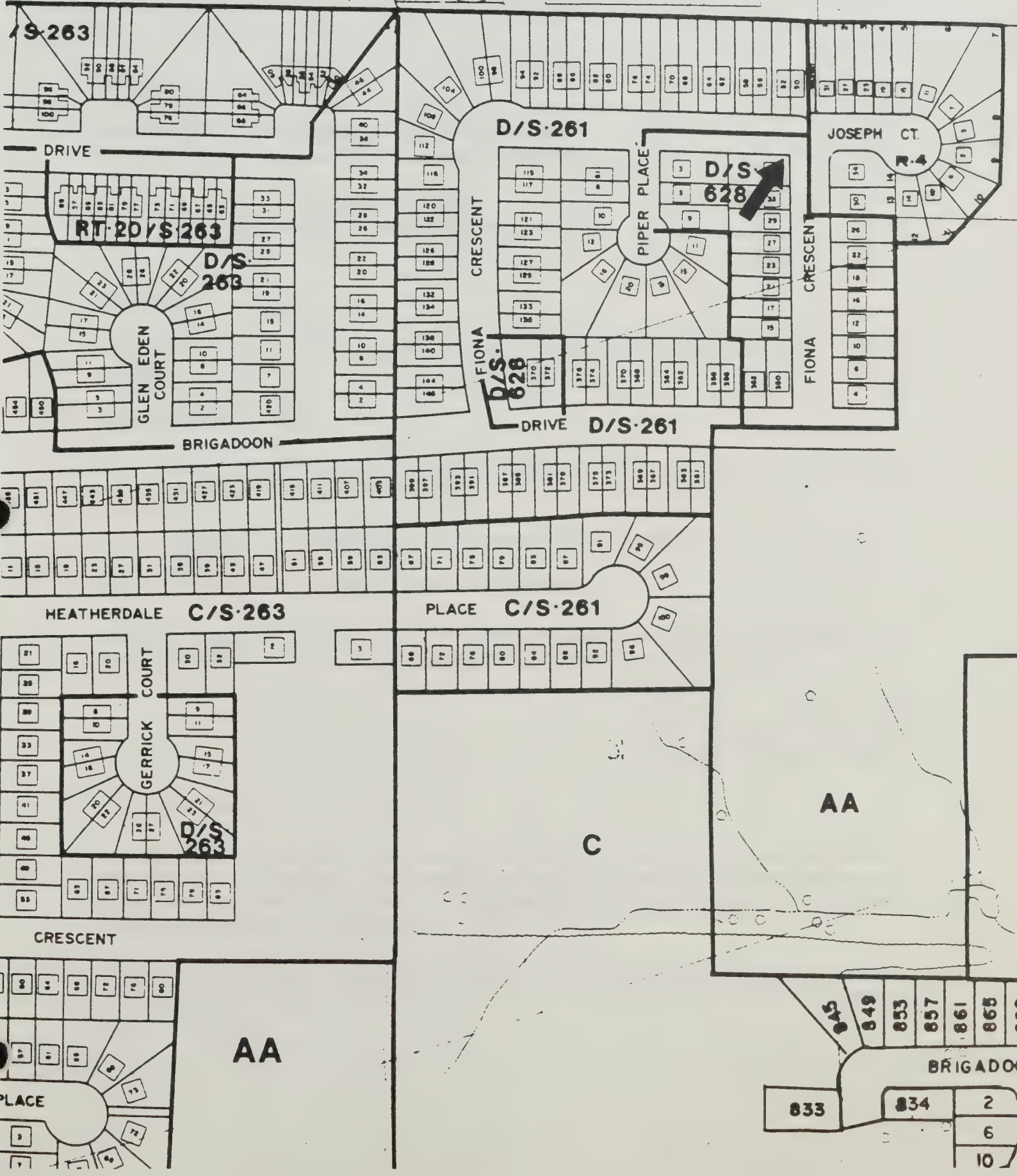
Alderman Ross has advised of a request from Mr. Ty Bedell, 86 Fiona Crescent, that stop control be implemented for westbound traffic on Joseph Court attempting to enter Fiona Crescent.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection.

The Traffic Department does not support stopping one direction of traffic on the through street of a "T" type intersection because this type of control would be unusual and confusing to the motorist. However, the Traffic Department supports the principle of stopping traffic on the stem of "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be understood by all motorists. Therefore, the Traffic Department recommends that northbound traffic on Fiona Crescent be required to stop for eastbound and westbound traffic on Fiona Crescent/Joseph Court.

Cell 7/11
CVB/MH/ca

MOUNTAIN FREEWAY



CITY OF HAMILTON

- RECOMMENDATION -

2(BXiijj)

DATE: 1993 May 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

JUN 14 1993

CITY CLERKS

SUBJECT:

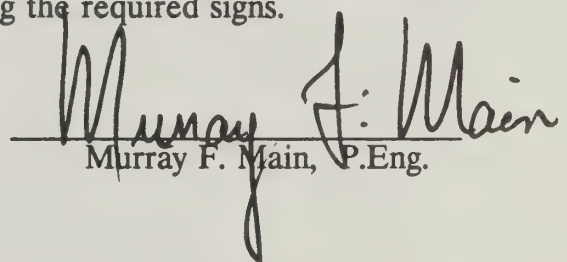
Intersection of Dromore Crescent and Paisley Avenue North - Intersection Control. [TEC-104-93]

RECOMMENDATION:

- a) That four-way stop control be implemented at the intersection of Dromore Crescent and Paisley Avenue North; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

Alderman Terry Cooke has advised of a request from Mrs. O'Brien, 125 Dromore Crescent, that four-way stop control be implemented at the intersection of Dromore Crescent and Paisley Avenue North, since there is a large evergreen tree and hedge which apparently obstructs visibility at this intersection.

The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Paisley Avenue North is required to stop for eastbound and westbound traffic on Dromore Crescent.

A recent site investigation has confirmed that the subject tree and hedge do pose a significant sight obstruction, and therefore, the intersection could be considered to meet one of the criteria respecting the use of all-way stop control and the Traffic Department concurs with the request.

CVB
CVB/MH/ca



263111a

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 June 09

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

No. 389 Strathearne Avenue - Request for a Wheelchair Loading Zone. [TEC-134-93]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 10:00 p.m., seven days a week" regulation be implemented on the west side of Strathearne Avenue commencing at a point 212 feet south of the north end and extending to a point 22 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Mrs. Stephanie Hilchey, that a wheelchair loading zone be implemented in front of her grandmother's home at 389 Strathearne Avenue since she requires the use of Darts' buses for shopping and doctor appointments.

Strathearne has a 31 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area except for a "No Parking" regulation on the east side of the street south of the Union Gas driveway.

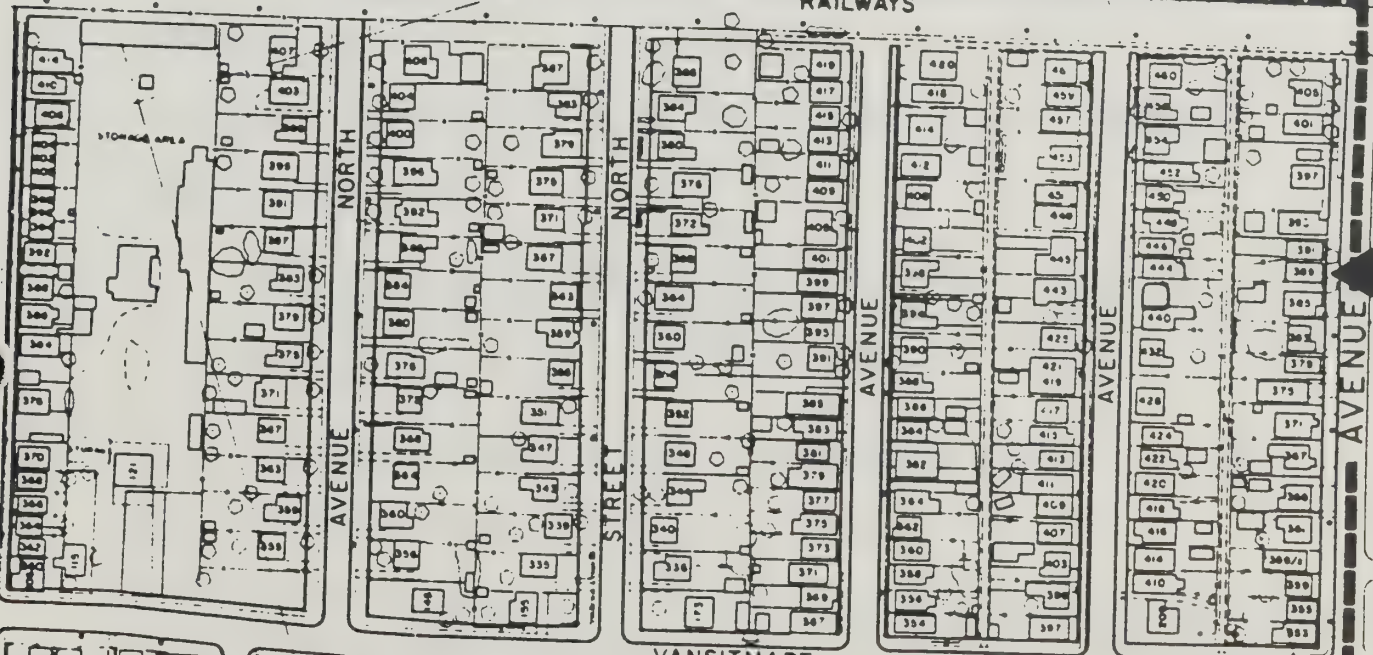
The implementation of the requested regulation will result in a loss of only one-legal on-street parking space directly in front of the applicant's home. However, since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.


CVB/MH/ca

FREIGHT YARDS

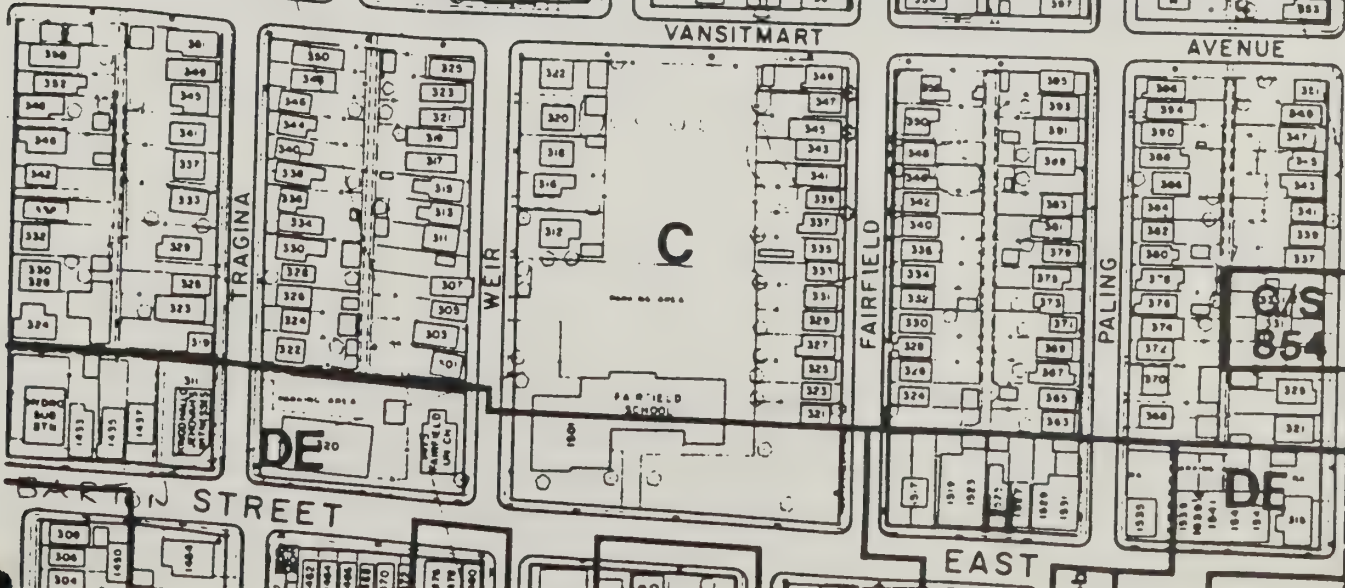
NATIONAL

RAILWAYS



VANSITMART

AVENUE



BARTON STREET

EAST

2(BXiiiXb)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 10

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

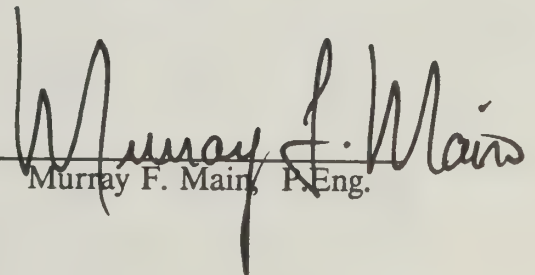
No. 12 East 23rd Street - Request for Wheelchair Loading Zone. [TEC-138-93]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 11:00 p.m., seven days a week" regulation be implemented on the west side of East 23rd Street commencing at a point 250 feet south of Concession Street and extending to a point 26 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

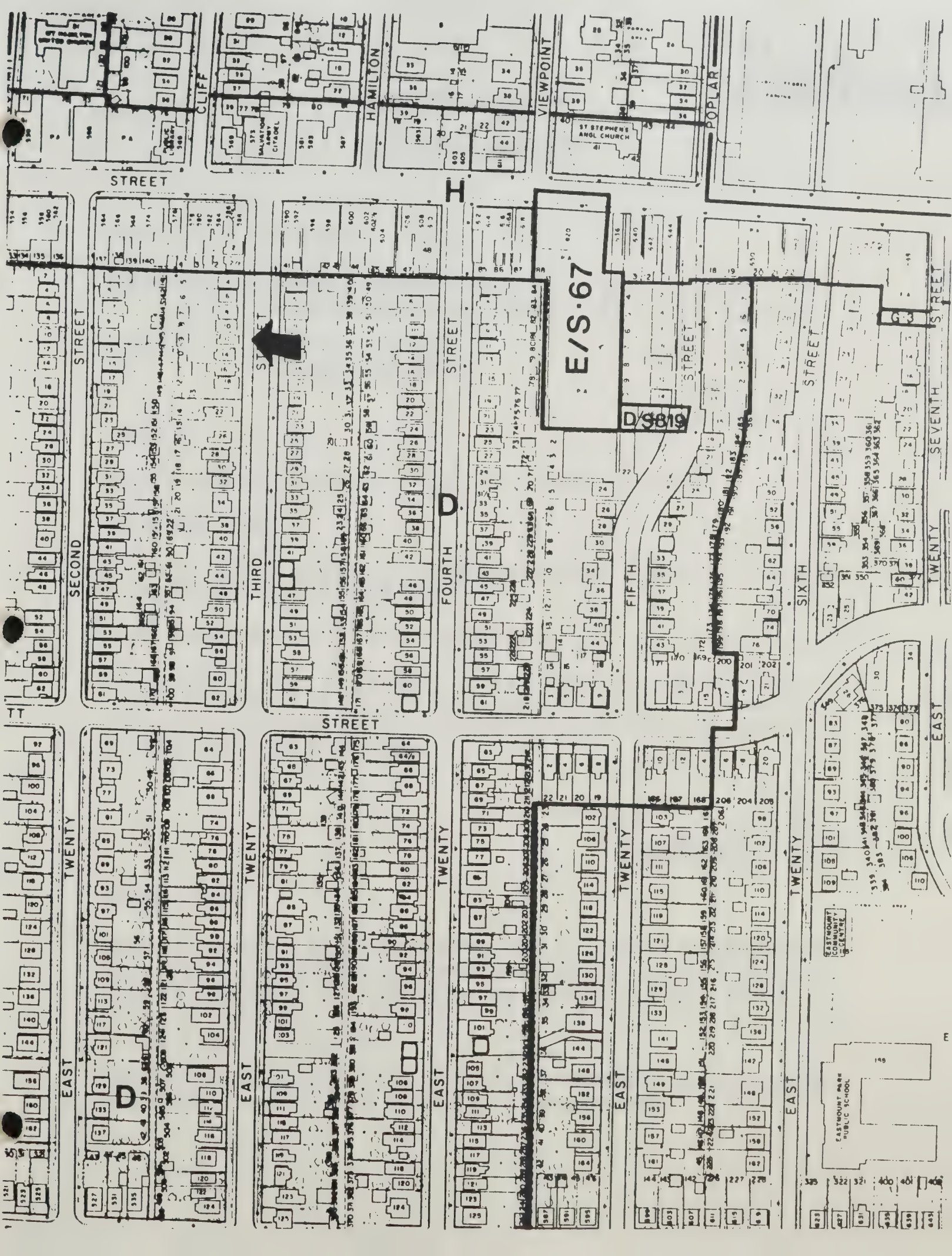

Murray F. Main, P. Eng.

BACKGROUND:

The Traffic Department has received a request from Mrs. Sheldrick, No. 12 East 23rd Street, that a "No Stopping, Wheelchair Loading Only" regulation be designated on the west side of the street directly in front of her home since she is disabled and requires the use of Darts buses for doctor appointments and shopping.

East 23rd Street has a 30 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area except for two parking meters on the west side and a corner clearance on the east side south of Concession Street. The implementation of the requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property. However, since there is on-street parking available on both sides of the street for the remainder of the block and since virtually all residents in this area have available off-street parking, staff do not anticipate any parking problems for area residents and concur with the request.

MT CVB
MT/CVB/ks



2(BXivXa)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 April 29

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

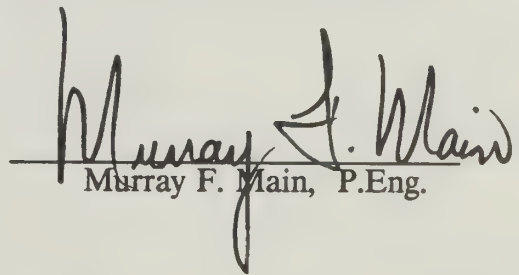
Emerson Street and Sussex Street - School Crossing Guard. [TEC-100-93]

RECOMMENDATION:

That the School Crossing Guard service be discontinued during the lunch hour period at the intersection of Emerson Street and Sussex Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The reduction in hours of this school crossing location will result in a savings of approximately \$2,200.00 per year. The current School Crossing Guard at this location has requested a crossing which does not involve duty times at the lunch hour and therefore, agrees with the reduced hours of work.


Murray F. Main, P.Eng.

BACKGROUND:

Routine observations by the Traffic Department since September of 1992 have identified that no children cross with the School Crossing Guard at Emerson Street and Sussex Street during the lunch periods. These observations have been discussed with the individual who works at the location and he has confirmed that no children cross with his assistance during the lunch hour on a regular basis.

Staff have contacted Canadian Martyr's School who have children using this crossing. They acknowledge that no children use this crossing during the lunch hour.

As a result of observations by staff, comments from the School Crossing Guard and the affected school, the Traffic Department recommends that the crossing times be changed to eliminate the lunch hour periods.

TA/MH/ks

2(b)(iv)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 10

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

JUN 14 1993

SUBJECT:

CITY CLERKS

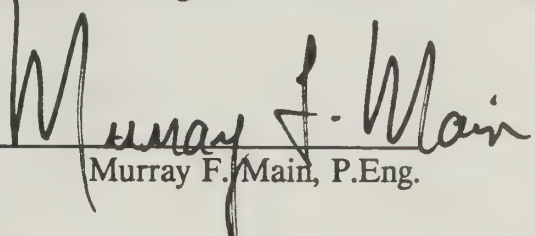
Kingfisher Drive and Heron Place/Sparrow Court - School Crossing Guard. [TEC-113-93]

RECOMMENDATION:

- a) That the action of the Director of Traffic Services in temporarily assigning a School Crossing Guard to the intersection of Kingfisher Drive and Heron Place/Sparrow Court during construction activities be confirmed; and
- b) That the Temporary School Crossing Guard be removed at the time when Limeridge Road is re-opened and conditions return to normal.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There will be no impact on the School Crossing Guard budget as the assignment will come from the current staff complement.


Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has been contacted by residents with children attending Pauline Johnson School who must cross Kingfisher Drive about their concerns relating to the increase of traffic on Kingfisher Drive.

Limeridge Road at Upper Wentworth Street has been temporarily closed to facilitate construction of the interchange connecting Upper Wentworth Street to the new freeway. To alleviate congestion in the area, Kingfisher Drive has been signed as a detour route for motorists, thus traffic volumes on this roadway have increased.

Staff conducted observations in order to determine the severity of the situation. On 1993 May 20, staff confirmed that there are no safe gaps in traffic for children to cross Kingfisher Drive and that nine children were attempting to cross the roadway. It was also observed that in all cases parents were out helping their children to cross.

As a result, in accordance with approved emergency procedures, a School Crossing Guard was temporarily assigned to the intersection of Kingfisher Drive and Heron Place/Sparrow Court. Assurances have been provided by the Freeway Project Office that the closure and detour will be removed by the end of October 1993 and at that time the School Crossing Guard will be removed by staff.


TA/MH/ks

2(BXiv)(e)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 07

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

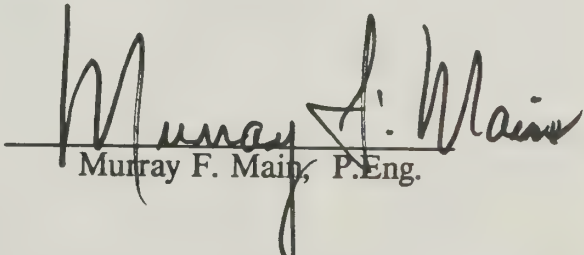
Main Street East and Walter Avenue - School Crossing Guard. [TEC-119-93]

RECOMMENDATION:

That the School Crossing Guard at Main Street East and Walter Avenue be removed.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The removal of this School Crossing Guard will result in a savings of approximately \$6,500 per year. The individual currently working at this location can be accommodated at another location due to current vacancies within the School Crossing Guard Program.


Murray F. Main, P.Eng.

BACKGROUND:

As a result of concerns by the School Crossing Guards working at the intersection of Main Street and Walter Avenue, the Traffic Department has been monitoring this location for two months. Studies indicate that there is an average of less than two crossings per day with the guard, and there were several days when no children whatsoever crossed with the guard. Several students were observed crossing Main Street in this area without the assistance of the guard and they experienced no problems. The traffic volumes are light enough such that pedestrians should not have any difficulty crossing this roadway.

Both affected School Boards have been contacted to determine what, if any, changes are scheduled which may affect the travel patterns of children in this neighbourhood. They have advised that there are no proposals which could affect the number or travel patterns of children in the area. Therefore, it is recommended that the School Crossing Guard be removed from this location.

This matter has been discussed with Alderman Dave Wilson who has been advised that the situation will be monitored in September to confirm that the guard is still not required, should City Council approve the removal.

TA/MH/ks



2(B)(v)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 May 13

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT:

Neighbourhood Watch Program for the Gibson Neighbourhood. [TEC-87-93]

RECOMMENDATION:

- a) That the Gibson Neighbourhood be designated as a Neighbourhood Watch Area; and
- b) That Neighbourhood Watch signs for the Gibson Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- c) That \$1111.00 of the necessary funds be charged to account No. CH-55301-75030 (Neighbourhood Watch Program), and the balance of \$333.50 be charged to account number CH-56103-76420.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost for the signs in the Gibson Neighbourhood is \$1444.50. The current balance in the Neighbourhood Watch Account is \$1111.00. Therefore, there would be no funds left in this account for the remainder of the fiscal year. However, there are sufficient funds available in the Traffic Department's New Signs account to supplement the Neighbourhood Watch account. The amount required to supplement the Neighbourhood Watch account is \$333.50.

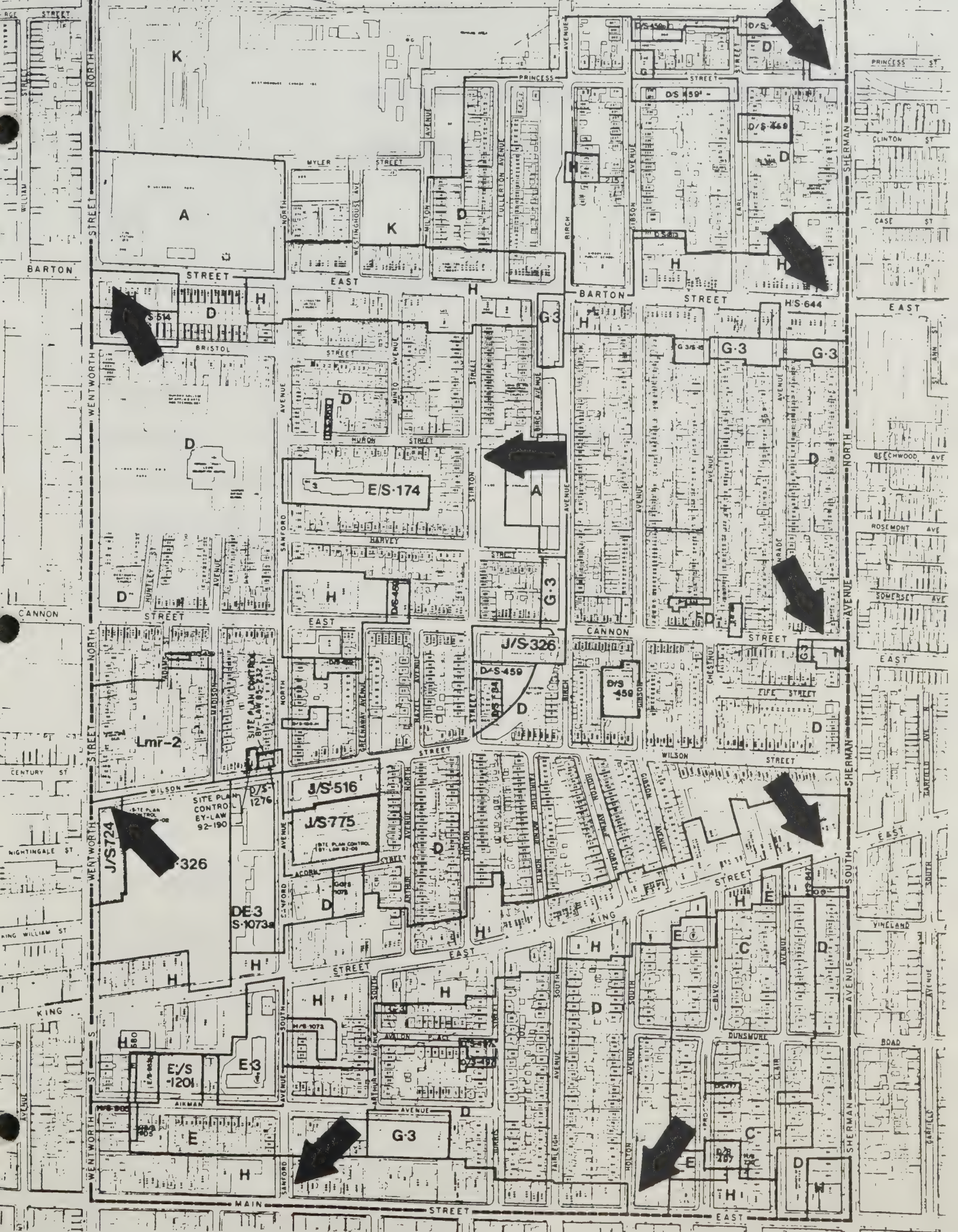

Murray F. Main, P.Eng.

BACKGROUND:

The Regional Police Department has confirmed that the Gibson Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are not available in the Neighbourhood Watch account for the erection of all the necessary Neighbourhood Watch signs in this neighbourhood. However, sufficient funds are available in the Traffic Department's New Signs account to off-set the cost of signing this neighbourhood. Therefore, the Traffic Department concurs with this request.

~~QY~~
~~XX~~

GK/ks



2(B)(vi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 March 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

JUN 14 1993

SUBJECT:

CITY CLERKS

Traffic By-law 89-72 Amendment - Coins accepted by Parking Meters [TEC-75-93]

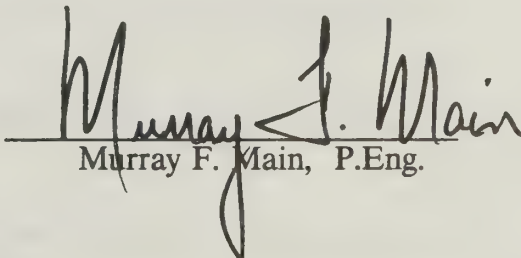
RECOMMENDATION:

That the following sections of the City Traffic By-law 89-72 concerning parking meters be amended as follows:-

- (a) Section 28(1) - to include the definition of a "dollar coin" (loonie) and to delete the definitions of a "nickel" and a "dime"; and
- (b) Section 30(5) - to provide that nothing except quarters and dollar coins may be deposited in any on-street parking meters.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A


Murray F. Main, P.Eng.

BACKGROUND:

Over the years, the parking meter rates have changed to allow the placement of \$1.00 coins in meters, and also, eliminating on-street meters which accept nickels and dimes. Therefore, it would be appropriate to delete the definition of a "nickel" and a "dime" from the Traffic By-law and to add the definition of a Canadian dollar coin (loonie). Also, it would be appropriate to revise the section of the By-law which specifies which types of coins may be placed in on-street parking meters by specifying that only quarters and dollar coins may be placed in on-street meters.

7/10
MH/jd

2(BXvii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 May 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

SUBJECT:

College Route - Addition of Bus Stops. [TEC-108-93]

CITY CLERKS

RECOMMENDATION:

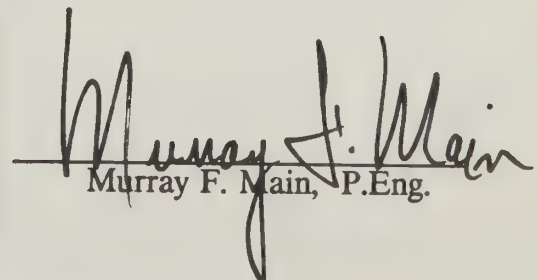
That in accordance with the request by the Hamilton Street Railway Company the following bus stops be established:

Route 35 College

- | | |
|--------------|--|
| Eastbound - | Chester Avenue, south side, 131 feet west of the centre line of Annabelle Street (N/S), |
| Eastbound - | Chester Avenue, south side, 83 feet west of the centre line of West 5th Street (N/S), |
| Northbound - | Chesley Street, east side, 259 feet north of the centre line of Harbottle Court (M/B), |
| Northbound - | Chesley Street, east side, 89 feet north of the centre line of Stone Church Road West (F/S). |

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

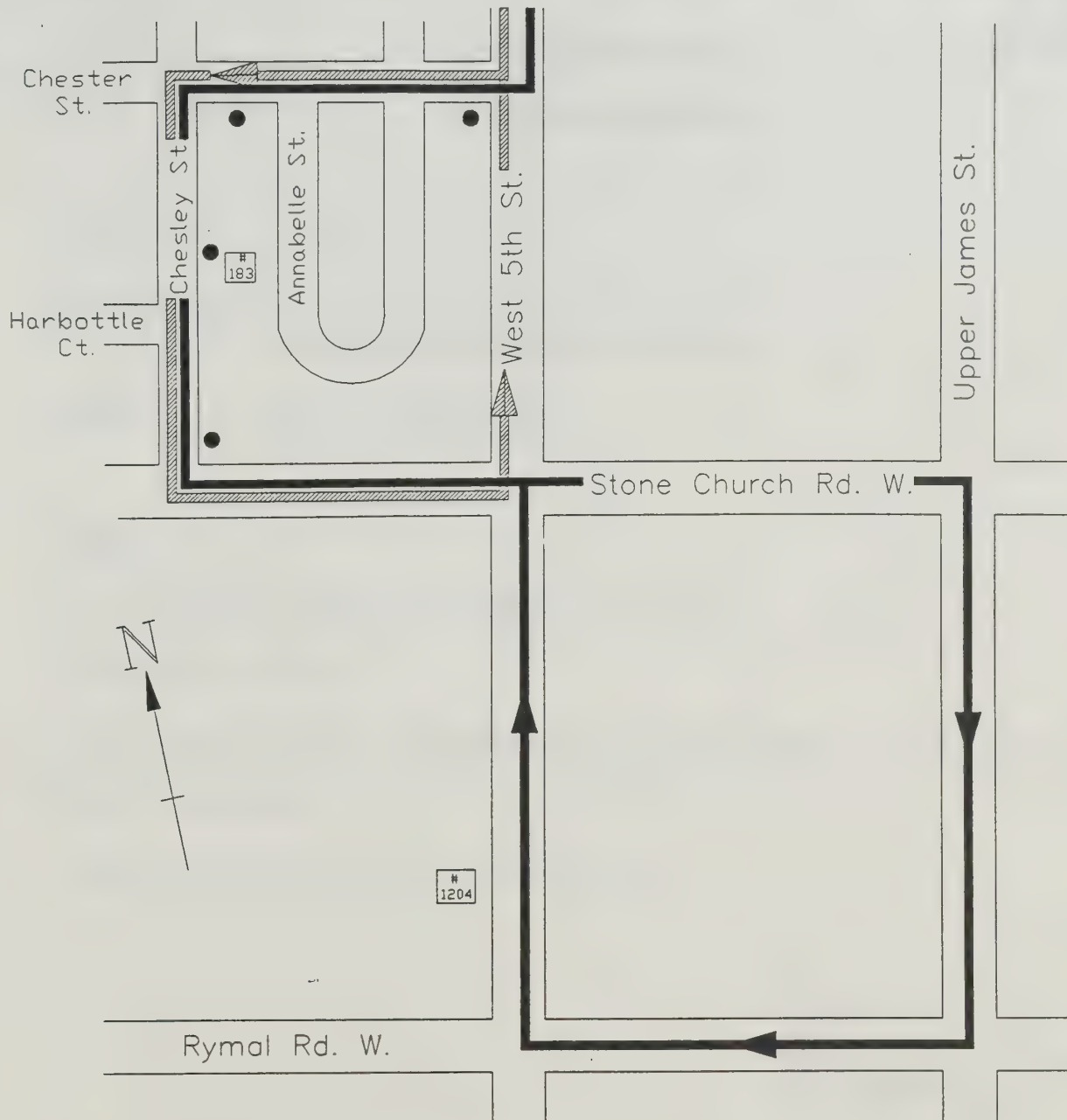

Murray F. Main, P.Eng.

BACKGROUND:





In March of this year, City Council approved a recommendation to delete four bus stops on Chester Avenue and Chesley Street. However, area residents have expressed concerns regarding the removal of the bus stops and the Hamilton Street Railway Company is now requesting permission to establish four new bus stops for the College route on these streets.

The addition of these bus stops is satisfactory from a traffic point of view since the proposed bus stops are in areas presently signed either "No Parking" or "No Stopping".


MT/CVB/ks



LEGEND

-  ROUTING AS OF DEC. 31, 1992
-  PROPOSED ROUTING EFFECTIVE JUNE 27, 1993
-  BUS STOPS TO BE REMOVED
-  PROPOSED BUS STOPS

HAMILTON STREET RAILWAY
TRANSPORTATION SERVICES
PLANNING & DESIGN

PROPOSED ROUTE EXTENSION
FOR ROUTE 35 COLLEGE



CITY OF HAMILTON

- RECOMMENDATION -

26Xviii)

DATE: 1993 June 4

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

SUBJECT:

CITY CLERKS

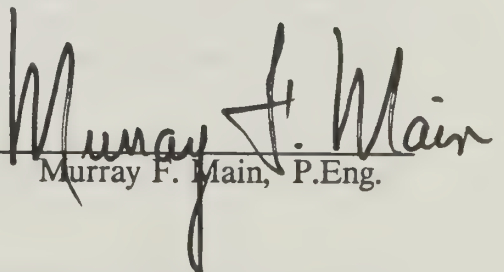
No Stopping Clearances at Traffic Signals. [TEC-109-93]

RECOMMENDATION:

That Section 40(j) of the City Traffic By-law be amended to provide for an extension of "No Stopping" clearances at traffic signals from 200 feet to 250 feet without requiring specific entries in the By-law.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A


Murray F. Main, P.Eng.

BACKGROUND:

The "No Stopping" clearance adjacent to traffic signals is required for a number of reasons:

- to permit oncoming traffic to see pedestrians;
- to allow right-turning vehicles to move aside from the path of through traffic;
- to ensure that vehicles backing out of on-street parking spaces do not back into intersection crosswalks;
- to allow through vehicles to pass left-turning vehicles when there is no separate left turn lane;
- to allow buses and other large vehicles to turn with ease into two-way streets and narrow one-way streets; and
- to ensure that bus stops are not blocked by other traffic.

The typical "No Stopping" clearance required is about 200 feet, which is the maximum allowed without requiring a specific entry in the by-law, but in areas where there is a high parking demand, the signing usually covers only the minimum length of 75 feet..

Wherever possible, "No Stopping" signs are mounted on existing utility poles, since this is less expensive and less visually intrusive than installing special sign posts. Utility poles are normally spaced about 100 feet apart, but the distance from the intersection to the first pole varies considerably. In the worst case, with the first power pole only 10 feet or so from the corner, the closest utility pole to the desired 200 feet "No Stopping" zone would be 210 feet from the corner. This distance would require a specific entry be made in the by-law.

The desirable practice would be to attach the "No Stopping" sign to the utility pole that was closest to the 200 feet distance from the corner.

By amending the by-law to allow the "No Stopping" zone to be as long as 250 feet, the Traffic Department gains the flexibility to install a "No Stopping" zone of appropriate length while minimizing the cost. Also, considerable time savings will be realized by not requiring a written Committee report and Traffic By-law amendment for each location. However it should be emphasized that the current practice of minimizing the length in areas of high parking demand would not change.

JRW/ca

A handwritten signature, possibly "JRW", is written in ink below the typed name "JRW/ca".

CITY OF HAMILTON

- RECOMMENDATION -

2(B)(ix)

DATE: 1993 June 01

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

JUN 14 1993

CITY CLERKS

SUBJECT:

Application to lease a portion of the boulevard of Bristol Street adjacent to No. 22 Bristol Street-institutional land use. [TEC-115-93]

RECOMMENDATION:

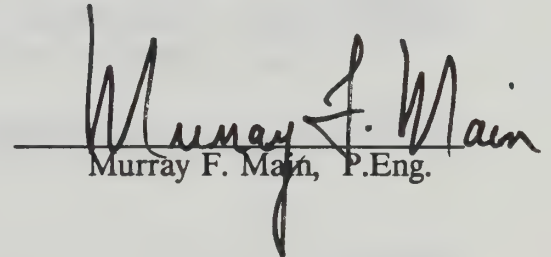
That the application of Mohawk College of Applied Arts and Technology to lease a portion of the boulevard of Bristol Street adjacent to No. 22 Bristol Street be approved, provided that:

- i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current annual rate is \$59.57 for the first two spaces and \$29.79 for each additional space up to 10 spaces per year) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on 1984 February 14.
- ii) the owner pays a one time \$27.00 registration fee, as approved by the City Council on 1986 January 14.
- iii) the owner pays a one time \$178.73 processing fee, as approved by the City Council on 1988 January 12.
- iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- v) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

- vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City Boulevard would be \$59.57 per year.



Murray F. Main, P.Eng.

BACKGROUND:

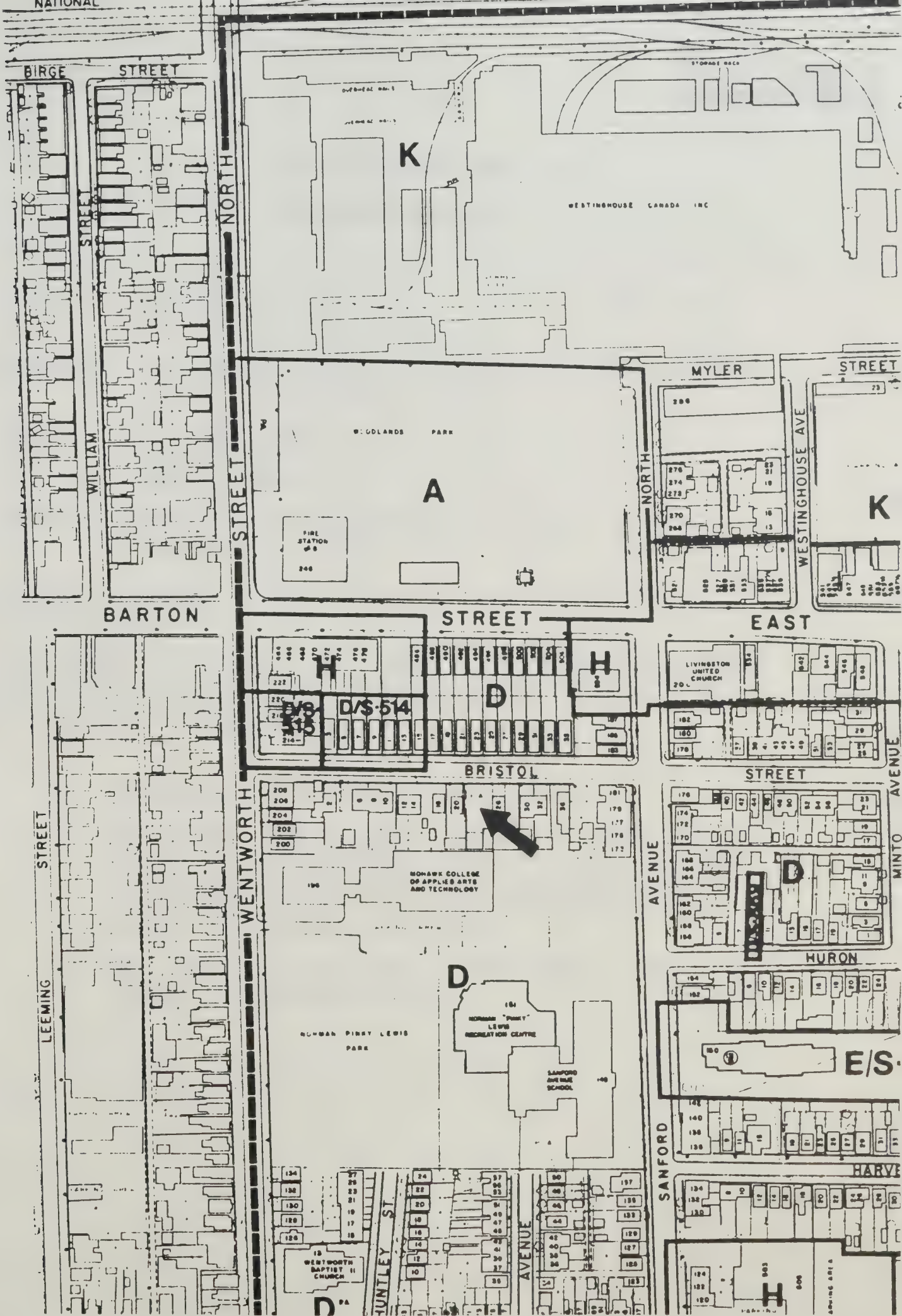
As a condition of a Committee of Adjustment decision, Mohawk College has applied for permission to lease a portion of the road allowance of Bristol Street adjacent to the property at No. 22 Bristol Street to park one vehicle.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in the area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forward three completed agreements which are satisfactory to the Traffic Department as well as a cheque in the amount of \$275.30 which represents the first annual leasing fee (\$59.57) and encroachment insurance (\$10.00), as well as the one time registration fee (\$27.00) and one time processing fee (\$178.73).


CVB/MH/ca

cc: Ms. Patrice Noe Johnson
City Solicitor



26xiXa)

CITY OF HAMILTON
- RECOMMENDATION -

RECEIVED

JUN 14 1993

DATE: 1993 May 12
T103 23 (4) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: East 34th Street Community Group
Street Dance (R-93-44)

CITY CLERKS

RECOMMENDATION:

That the application D. Morrison, agent for the East 34th Street Community Group to temporarily close East 34th Street between Fennell Avenue and Brucedale Avenue on Saturday July 24, 1993 from 3:00 pm to 12:00 midnight to hold a Street Dance, be approved subject to the following conditions:

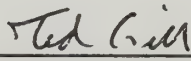
- i) That approval from Regional Police Services be received;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

Cont'd...

East 34th Street Community Group

Cont'd...

- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;
- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application has been received from D. Morrison, agent for the East 34th Street Community Group, to hold a Street Dance on East 34th Street between Fennell and Brucedale on Saturday July 24, 1993, from 3:00 pm to 12:00 midnight.

cont'd...

-Page 3-

1993 May 10

East 34th Street Community Group

As all affected home owners have signed a petition in favour of this Street Dance and as there have been no objections voiced by municipal departments, this Department is in favour of this event.

 JKC:

cc: Staff Sgt. M. Heddle, Regional Police Department
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services

24(i)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 May 10
T103 23 (5) J. K. Clairmont

REPORT TO: K. Christensen, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT: Temporary Road Closure:
Hess Street South between George Street and King Street (R-93-45)

RECOMMENDATION:

That the application of M. Temperley, agent for the Hess Village Merchants Association (24 Hess Street South, Hamilton), to temporarily close Hess Street South between King Street and George Street from 6:00 p.m. on Thursday July 15, 1993 to 11:00 p.m. on Sunday July 18, 1993, for their annual Jazz Festival, be approved, during the pleasure of City Council provided:

- i) That the applicant make application to the Region at least eight weeks in advance of that event;
- ii) That approval from Regional Police Services be received;
- iii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iv) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- v) That all barricading be supplied by and at the expense of the applicant;

Cont'd...

Temporary Road Closure:
Hess Street between Main Street and King Street

Cont'd...

- vi) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;
- vii) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
- viii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- ix) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

City of Hamilton Traffic Department will erect 2 temporary road closure signs on regional roads at a total cost of \$300. Regional Police Services will require 2 officers at a total cost of \$684. These costs will be drawn from account # 57713-194300.

BACKGROUND:

A request has been received from M. Temperley, agent for the Hess Street Merchants Association, to hold their annual Jazz Festival in Hamilton from 6:00 p.m. Thursday July 15, 1993 to 11:00 p.m. on Sunday July 18, 1993.

Cont'd...

Temporary Road Closure:
Hess Street between Main Street and King Street

Cont'd...

The organizer will be constructing a stage on Hess Street immediately north of George Street which will block the entire travelled portion of the road between King and George. The construction of the stage will begin on Thursday July 15, after the morning rush hour and Hess Street will be closed from Main to King.

Regional Police Services will have an officer at the intersection of Main and Hess to direct and reroute the traffic. The officer will remain at this location until 6:00 and provide the same service on Friday.

The City of Hamilton Traffic Department advises that 3 signs will be required to inform motorists of the detour routes for a total cost \$450. Two of the signs will be placed on Regional roads and will therefore will be paid for from the Region's special events account. The remaining sign will be placed on City streets and the cost is to be the responsibility of the applicant.

The Hess Village Jazz Festival has become an annual event in the City and draws large numbers of people to the area. As no negative responses to this application have been received, and officers from Police Services and Noise Control will be in attendance, this Department is not opposed to the event.

mz JKC:

cc: Staff Sgt. Heddle, Regional Police Services
cc: M. Main, Director, Traffic Services
cc: D. Lobo, Director of Public Works

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 3, 1801.

2. The second part is a report from the Secretary of the Treasury, dated January 10, 1801.

3. The third part is a report from the Secretary of the Navy, dated January 10, 1801.

4. The fourth part is a report from the Secretary of the War, dated January 10, 1801.

5. The fifth part is a report from the Secretary of the Interior, dated January 10, 1801.

6. The sixth part is a report from the Secretary of the State, dated January 10, 1801.

7. The seventh part is a report from the Secretary of the War, dated January 10, 1801.

8. The eighth part is a report from the Secretary of the Navy, dated January 10, 1801.

9. The ninth part is a report from the Secretary of the Treasury, dated January 10, 1801.

10. The tenth part is a report from the Secretary of the State, dated January 10, 1801.

11. The eleventh part is a report from the Secretary of the War, dated January 10, 1801.

12. The twelfth part is a report from the Secretary of the Navy, dated January 10, 1801.

13. The thirteenth part is a report from the Secretary of the Treasury, dated January 10, 1801.

14. The fourteenth part is a report from the Secretary of the State, dated January 10, 1801.

15. The fifteenth part is a report from the Secretary of the War, dated January 10, 1801.

16. The sixteenth part is a report from the Secretary of the Navy, dated January 10, 1801.

17. The seventeenth part is a report from the Secretary of the Treasury, dated January 10, 1801.

18. The eighteenth part is a report from the Secretary of the State, dated January 10, 1801.

2(c)(ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 14
S718-79 P. Strong
E220-0212 P. Strong
E220-0501 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: E. M. Gill, P. Eng.
Senior Director

JUN 14 1993

SUBJECT: 1993 Expenditures Related to Subdivisions, (Land Acquisition), (R-93146)

CITY CLERKS

RECOMMENDATION:

- a i) That upon Registration of the Final Plan of Subdivision for "Rymal Square Estates - Phase 4", in accordance with current City policy, the Treasurer for the City of Hamilton be authorized and directed to financially compensate the Owners, (Rymal Square Developments Inc.), in the amount of \$57,000.00 for lands in excess of one-half of the road allowance measuring approximately 0.570 acres for the establishment of "Acadia Drive" to its full width of 26.0 metres in accordance with the Approved Neighbourhood Plan for the Butler Neighbourhood.
- ii) That the City's costs for the lands required to establish Acadia Drive as a Public Highway in "Rymal Square Estates - Phase 4", Hamilton of \$57,000.00 be approved and the Finance and Administration Committee recommend the source of funding for this expenditure.
- iii) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare the necessary By-laws to provide road access from Regional Road No 153, Rymal Road East, in the City of Hamilton, for Block 58, Rymal Square Estates - Phase 4 and that the By-laws not be registered until full Municipal Services are installed for the extension of Acadia Drive from the south limit of Lot 33, Rymal Square Estates - Phase 4 to Rymal Road east.

cont'd...


1993 Expenditures Related to Subdivisions

cont'd...

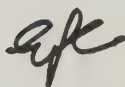
- b i) That the City of Hamilton, Property Department be authorized to enter into negotiations with the owner Mr. Vito Sgro in order for the City to acquire the lands in the Eleanor Neighbourhood required to establish Eaglewood Drive as proposed on the Approved Neighbourhood Plan for the Eleanor Neighbourhood.
- ii) That as a condition of purchase by the City, with the current owner of future Eaglewood Drive, a clause be added to the offer of purchase stating, that, the owner of the lands on the north side of future Eaglewood Drive be responsible for one half of all City servicing costs, in order to establish Eaglewood Drive as a Public Highway.

(Note: The developer would also be responsible for 100% of Regional Servicing costs and the Region would use its "Best Efforts" under the Regional Subdivision Agreement to recover half the cost of underground services and reimburse the developer, if the lands on the north side of future Eaglewood Drive develop first.)
(Note: The City will recover all land costs at the current market value when the adjacent lands develop.)

- c i) That the Mayor and City Clerk be authorized and directed to execute all related documents for the above-noted recommendations, subject to the approval of the City Solicitor.



E. M. Gill, P. Eng.



cont'd...

1993 Expenditures Related to Subdivisions

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

" RYMAL SQUARE ESTATES - PHASE 4 ", HAMILTON

Under current policy for the City of Hamilton a subdivider is only required to dedicate up to 13.0 metres in width for road purposes when they are not the registered owners of the abutting property. The owner, Rymal Square Developments is dedicating 26.0 metres of land in width for the establishment of a road from Acadia Drive to Rymal Road East under Rymal square Estates - Phase 4, in the Eleanor Neighbourhood. The subdivider has made a request that they be financially compensated by the City of Hamilton for the extra lands required in excess of the standard 13.0 metre width. As the Subdivider's request falls within current City Policy, it is the recommendation of staff that the subdivider be financially compensated by the City for the excess lands required for Acadia Drive road allowance.

The current market value is estimated to be \$57,000.00 for the lands in excess of one-half of the road allowance, measuring approximately 0.570 acres. The estimate is based on the current rate for single family residential development. The abutting land owner, Ontario Hydro would be required to compensate the City of Hamilton if development of the Hydro corridor as residential development occurs.

"EAGLEWOOD DRIVE"

There are no financial requirements for this report at this time other than staff time required.

cont'd...

1993 Expenditures Related to Subdivisions

cont'd...

BACKGROUND:

" RYMAL SQUARE ESTATES - PHASE 4 ", HAMILTON

On January 30, 1990, City Council approved the draft plan for of Rymal Square Estates, (Rymal Square Developments Inc.), owner.

Under the draft plan for Rymal Square Estates the developer is required to establish a Public Highway, mid point, between Upper Sherman Avenue and Upper Wentworth Street adjacent to lands of Ontario Hydro on the north side of Rymal Road East in the Butler Neighbourhood. The location of this future street is indicated on the Approved Neighbourhood Plan for the Butler Neighbourhood.(attached)

The developer is dedicating all the land required to establish Acadia Drive to its full width to the City of Hamilton under Rymal Square Phase 4. Ontario Hydro is the registered owner adjacent to the east limit of Acadia drive and under the current policy for the City of Hamilton the developer has made a request that they be financially compensated, by the City for the extra land required (13.0m) since they are not the registered owner of the lands on the east side of future Acadia Drive.

As the Subdivider's request falls within current City Policy, it is the recommendation of staff that the subdivider be financially compensated by the City for the excess lands required for Acadia drive road allowance.

An appraisal prepared by staff of the Property Department for the lands required for one half of future Acadia Drive is estimated to be \$57,000.00 for an area of approximately 0.570 acres.

The lands of Phase 4 are located in the Butler Neighbourhood north of Stone Church Road East, between Upper Sherman Avenue and Upper Wentworth Street. (see attached plan)

cont'd...

1993 Expenditures Related to Subdivisions

cont'd...

"EAGLEWOOD DRIVE"

In order to implement the Approved Neighbourhood Plan for the Eleanor Neighbourhood the City must acquire the lands required to establish Eaglewood Drive as a Neighbourhood "ring road". This allows vehicular traffic access the interior roads of the Neighbourhood. The lands of Eaglewood drive are also required to permit the closure of Eleanor Avenue at Stone Church Road East at some point in the future also as proposed on the Approved Neighbourhood Plan for the Eleanor Neighbourhood.

The lands that the City of Hamilton require are presently owned by a Developer, Mr. Vito Sgro, and it is likely the these lands would develop as Public Highway when the subdivision is developed adjacent to the future Eaglewood Drive. It is to the City's advantage to acquire the lands now in case the current owner sells the property and the City may lose the opportunity to acquire the lands for Eaglewood Drive.

There are no financial requirements at this time for the acquisition of the lands for Eaglewood drive. A separate report will be required at some point in the future with a recommendation for approval of an amount agreeable to both parties. The amount to be paid for the acquisition of future eaglewood Drive is recoverable at market value at the time of development of adjacent lands.

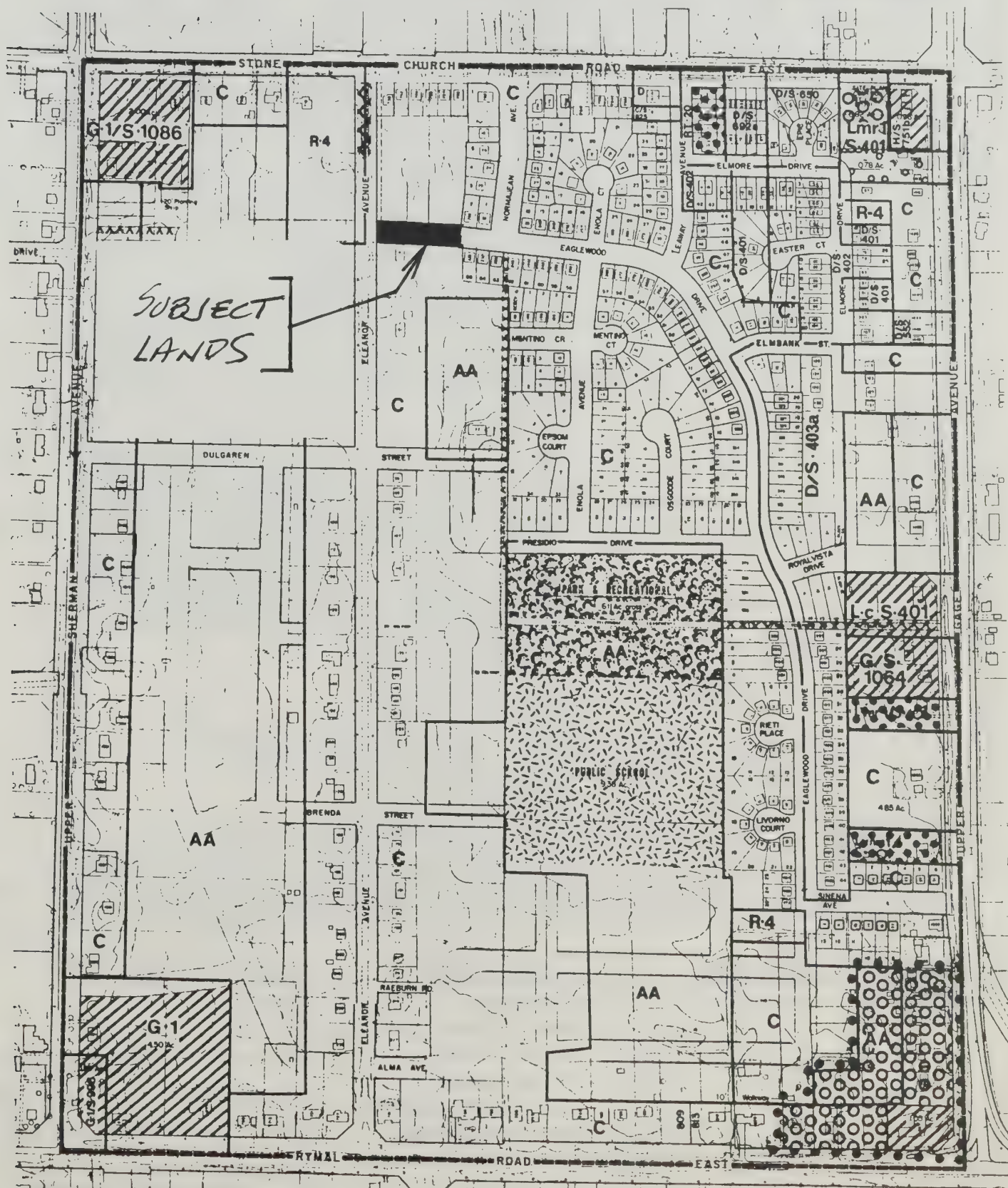
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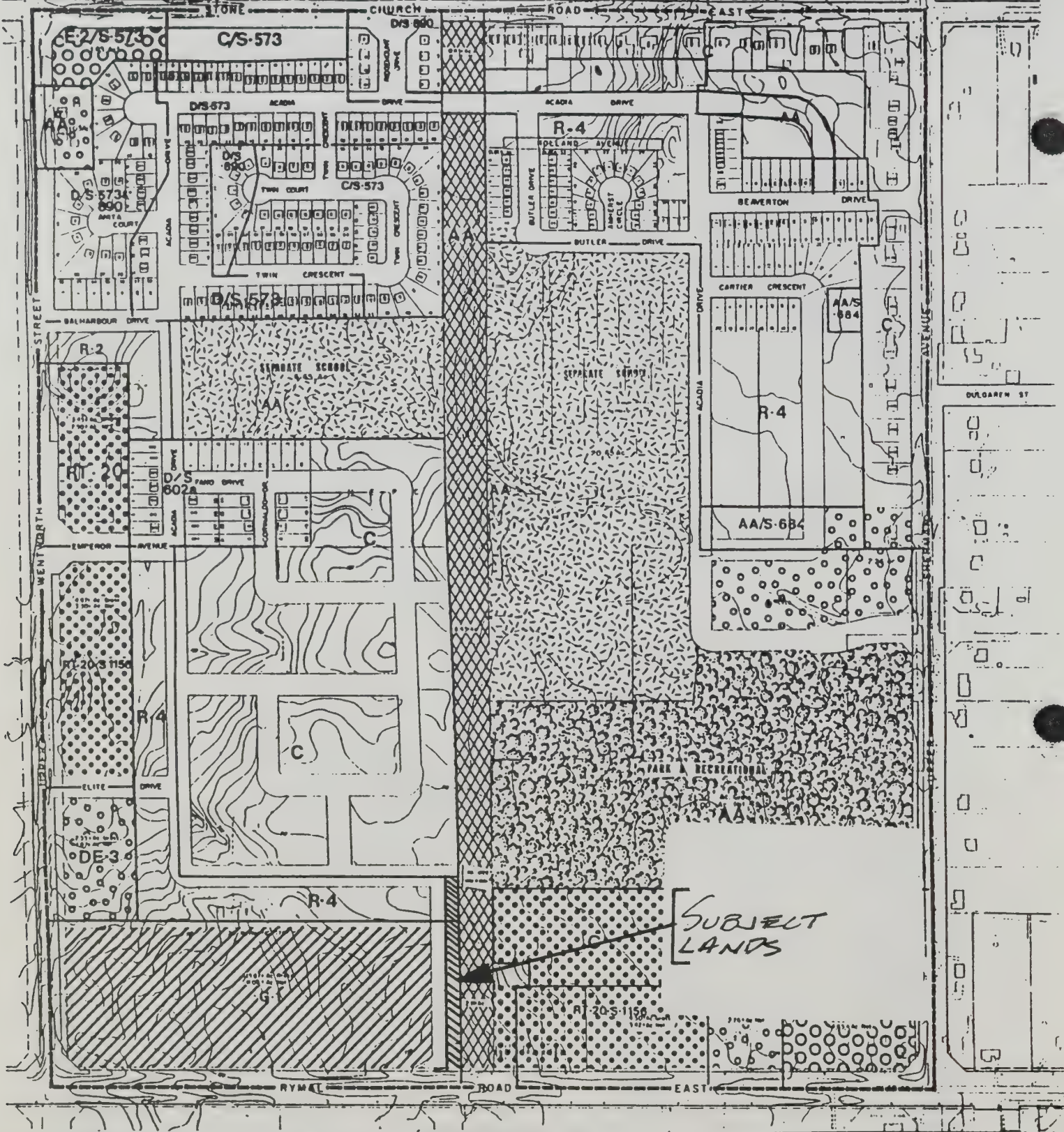
cc: A. C. Ross, City Treasury Department
cc: M. Watson, Real Estate Division, City Property
cc: Councillor D. Ross, Chairman, Fin.& Administration Committee
cc: S. Reeder, Secretary, Fin. & Adm. Com.

T&E/Disc/PS









APPROVED PLAN:
ELEANOR NEIGHBOURHOOD




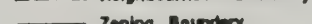


This is a GUIDE PLAN only and is subject to change.
 For contact the local planning division of the Regional
 City of Hamilton-Wentworth.

LAND USE RESIDENTIAL

-  single & double
-  attached housing
-  low density apartments
-  medium density apartments
-  high density apartments
-  commercial & apartments

-  COMMERCIAL
-  INDUSTRIAL

-  Neighbourhood Boundary
-  Zoning Boundary

Approvals
 Planning Committee April 26, 1978 Council June 28, 1978

Latest Revision Date MARCH 24, 1982

CITY OF HAMILTON
 PLANNING DEPARTMENT

RIITER

24)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 June 9
S703-85, M.J. Inrig
S726-156

RECEIVED

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

JUN 14 1993

FROM: Mr. E. M. Gill, P.Eng.
Senior Director
Roads Department

CITY CLERKS

SUBJECT: 1993 Servicing Expenditures Related to Subdivisions (R-93-48)

RECOMMENDATION:

- a) i) That the submitted schedule of works be adopted for inclusion in the subdivision agreements with the Owners for the estimated cost of services in:

"ALLISON ESTATES - PHASE 1", Hamilton

City's Share - \$142,744.15 Owner's Share - \$58,138.48

"CLAUDETTE GARDENS - PHASE 4", Hamilton

City's Share - \$ NIL Owner's Share - \$79,426.17

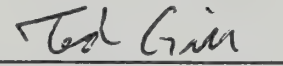
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreements with the Owners of "Allison Estates - Phase 1", Hamilton and "Claudette Gardens - Phase 4", Hamilton as well as any other related documents for these developments, subject to the approval of the City Solicitor.
- iii) That approval of the above noted clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.

Cont'd....

1993 Servicing Expenditures Related to Subdivisions

Cont'd.....

- iv) That in the event the Owners wish to proceed prior to registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for Pre-Servicing.
- v) That the City's share for services in "Allison Estates - Phase 1", Hamilton (\$142,744.15) be approved and that the Finance and Administration Committee recommend the source of funding for this project.
- vi) That application be made to the Region for approval to establish Upper Wellington Street on the south side of Rymal Road East to 85 metres southerly as a public road allowance pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.


E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"ALLISON ESTATES - PHASE 1"

The total estimated cost of the City's share to be approved at this time for "Allison Estates - Phase 1" is \$142,744.15.

A portion of the City's share (\$20,478.34) is associated with extra width and extra depth asphalt on Upper Wellington Street. The remainder of the City's share (\$122,265.81) is associated with City owned lands on the east side of Upper Wellington Street and includes the portion of the sewer and water cost related to the east side of the roadway. The above noted costs have been calculated in accordance with current City of Hamilton cost sharing policies and are not recoverable in the future due to oversizing of the roadway and City owned lands.

"CLAUDETTE GARDENS - PHASE 4"

There are no costs to the City associated with the development of this subdivision.

Cont'd.....

1993 Servicing Expenditures Related to Subdivisions

Cont'd.....

BACKGROUND:

"ALLISON ESTATES - PHASE 1"

On 1992 August 18, the Land Division Committee for the Region of Hamilton-Wentworth approved land severance application H-78-92 under the condition that the applicant (200 Rymal Road Inc.) enter into a Modified Subdivision Agreement with the City of Hamilton.

The development of "Allison Estates - Phase 1" will result in the creation of one (1) single family residential lot, one (1) block for multiple residential development of approximately forty (40) units and the extension of Upper Wellington Street, south of Rymal Road. An estimate of costs for the development have been calculated in accordance with current City of Hamilton cost sharing policies and there will be an estimated City share of \$ 142,744.15 as discussed in the Financial Section of this report. As part of the development of "Allison Estates - Phase 1", the City will be making application to the Region for approval to establish Upper Wellington Street onto the south side of Rymal Road.

The lands of "Allison Estates - Phase 1" are located on the south side of Rymal Road East, west of Upper Wellington Street, in the Allison Planning Neighbourhood.

"CLAUDETTE GARDENS - PHASE 4"

On 1990 October 10, City Council, in adopting Item 8 of the Planning and Development Committee Report 17-90, approved the proposed draft plan for "Claudette Gardens" subdivision under the condition that the Owner (800064 Ontario Inc.) enter into a subdivision agreement with the City. "Claudette Gardens - Phase 4" is a smaller phase of the original approved draft plan.

The development of "Claudette Gardens - Phase 4" will result in the creation of fourteen (14) small size single family residential lots. An estimate of costs for this subdivision has been calculated in accordance with current City cost sharing policies and it has been determined that there will be no City share for this development.

"Claudette Gardens - Phase 4" is located west of Garth Street and north of Rymal Road West in the Falkirk East Planning Neighbourhood.

cc: Councillor Don Ross, Chairman, Finance & Administration Committee
cc: S. Reeder, Secretary, Finance & Administration Committee
cc: A. Ross, Treasury Department

24 111 MJJ:

CITY'S SHARE
OF EXPENDITURES

SUBDIVISION DEVELOPER CONSULTANT SUREYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE NON-RECOVERABLE RESERVE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
---	------------------------------	---	-------------------------	---	--------------------------	--------------------------------	-----------------------------

Catch Basins & Connections	NIL	\$2,262.80
Curbs & Sidewalks	NIL	\$1,523.31
Finished Roads	NIL	\$40,334.41
Dead End Barricade	NIL	\$565.70
Street Lighting	NIL	\$1,500.00
Seeding/Sodding	NIL	\$3,059.00
Sewer & Watermain	NIL	\$83,498.93

Catch Basins & Connections	NIL	NIL		
Curbs & Sidewalks	NIL	NIL		
Finished Roads	NIL	NIL		
Dead End Barricade	NIL	NIL		
Street Lighting	NIL	NIL		
	NIL	NIL	\$NIL	
			\$79,426.17	\$79,426.17

\$0.00	\$142,744.15	\$142,744.15	\$137,564.65	\$280,308.80
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* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

2(cXiv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 April 26
File: 806-47 (D. Christilaw)

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT: Additional Monies for Servicing Costs on Fieldway Drive, Hamilton
R-93-42

RECOMMENDATION:

- a) That additional funds totalling \$35,000 required for the completion of municipal services on Fieldway Drive be approved; and
- b) That the Finance and Administration Committee recommend the source of funding for the additional funds noted in Item (a) above.

E.M. Gill

E.M. Gill
E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

On October 8, 1991, City Council approved expenditures for the construction of municipal services on Fieldway Drive and Millpond Place, Hamilton. The approved expenditure amount for the construction of services was \$161,219.00. Based on tender prices and extra work required as determined in the field, it has been calculated that an additional amount of \$35,000 is required for works still to be completed.

BACKGROUND:

Funds for this project were approved by City Council in October 1991. The contract was awarded in the spring of 1992 and work commenced during the summer and fall of 1992 for the construction of municipal services on Fieldway Drive and Millwood Place. Due to the weather and timing of construction, not all works were completed during 1992. To complete the remaining unfinished works, funds totalling \$35,000 are required.

Cont'd...


April 26, 1993

Additional Monies for Servicing Costs on Fieldway Drive, Hamilton

The additional costs can be attributed to the following reasons:

- i) The tender prices received for this project were slightly higher than the original estimate;
- ii) The completion of some of the services was delayed to 1993. This resulted in some slightly higher costs than anticipated. Sidewalks were delayed because house construction adjacent to Fieldway Drive had not proceeded as quickly as expected. This delay effects the unit prices for the sidewalks, however, in the long term, money will actually be saved. If the sidewalks had been constructed in 1992, they would most likely require repair or replacement once house construction was complete. The delay will result in a good quality product after most of the house construction has been completed.
- iii) During construction it was determined that the sub-surface soil contained a moisture content that was considered higher than acceptable. Therefore, it was necessary to excavate additional material from the road bed and more granular material had to be added to the roadway to provide a stable driving surface.
- iv) The top surface of asphalt was postponed until 1993 because the weather conditions in the fall of 1992 were not favourable for the completion of this item.

All of the above noted conditions has resulted in additional costs for this project. It is being recommended that the additional monies be approved before the remaining unfinished works are completed this year.

 :dvc

cc: A. C. Ross, City Treasury Department
cc: Councillor D. Ross, Chairman, Finance and Administration Committee
cc: S. Reeder, Secretary, Finance and Administration Committee

CITY OF HAMILTON
- RECOMMENDATION -

2(c)(v)

DATE: 1993 June 14
S705-33 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

RECEIVED

JUN 14 1993

CITY CLERKS

SUBJECT: "EDAN HEIGHTS-PHASE 3", Hamilton (R-93-47)

RECOMMENDATION:

- i) That the submitted revised schedule of works, submitted by the Developer's Professional Consulting Engineer and approved by the Commissioner of Transportation /Environmental Services be adopted for inclusion in the Subdivision Agreement with the Owners, for the estimated cost of services in EDAN HEIGHTS - PHASE 3, from the north limit of Butler Drive to the south limit of Edan Heights - Phase 3, Hamilton, with the additional works with the City's Share, \$49,696.75, Owner's Share, \$49,696.75 and that the Subdivision Agreement, registered as Instrument No. 342685LT between the City of Hamilton and 603976 Ontario Limited be amended accordingly.
- ii) That the Mayor and City Clerk be authorized and directed to execute all related documents required for this amendment to the existing Subdivision Agreement.


E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

All costs estimated in the schedule of works have been approved as Local Improvements work and funding has been allocated. The actual cost of the City Share for these works will be at the unit prices that the City would be required to pay under a Regional Contract for the Local Improvements. This would ensure that the City of Hamilton is receiving the lowest prices for all Local Improvements to be constructed.

cont.d...

SUBJECT: "EDAN HEIGHTS-PHASE 3", Hamilton
(R-93-47)

cont'd...

BACKGROUND:

The developer of Edan Heights - Phase 3 has entered into an Agreement to install certain City works adjacent to his Subdivision along Acadia Drive. Acadia Drive was established as a City street in the 1960's to provide access with a temporary road, to what was then known as Southmount Secondary School, now designated as St. Jean de Brebeuf Secondary School. Since the road allowance was established as a public highway the installation of final roadway to its ultimate width and depth was required to be initiated as a Local Improvement under Section 11 of the Local Improvement Act. The owner of this subdivision successfully petitioned for, and was granted approval for the Local Improvements by City Council earlier this year and the Region has prepared a contract on behalf of the City, to have these works installed.

The developer is in a position to complete the remaining works under the Subdivision Agreement Edan Heights - Phase 3. It would be advantageous financially to the City and the developer to have the roadway installed by the developer's contractor as this would ensure co-ordination of construction within the road allowance and eliminate the need to repair the roadway following sewer installation and prior to constructing the finished roadway.

In order to allow the developer's contractor to perform the work that is provisionally covered under the "Regional" contract, City Council must grant approval to an amendment to the existing City Agreement. The amendment to the City Subdivision Agreement will stipulate that the City is only liable to pay its share up to the unit prices it would be required to pay under the Regional Contract for the City works along Acadia Drive and that the developer's contractor has the authority to perform the work as part of the Subdivision process.

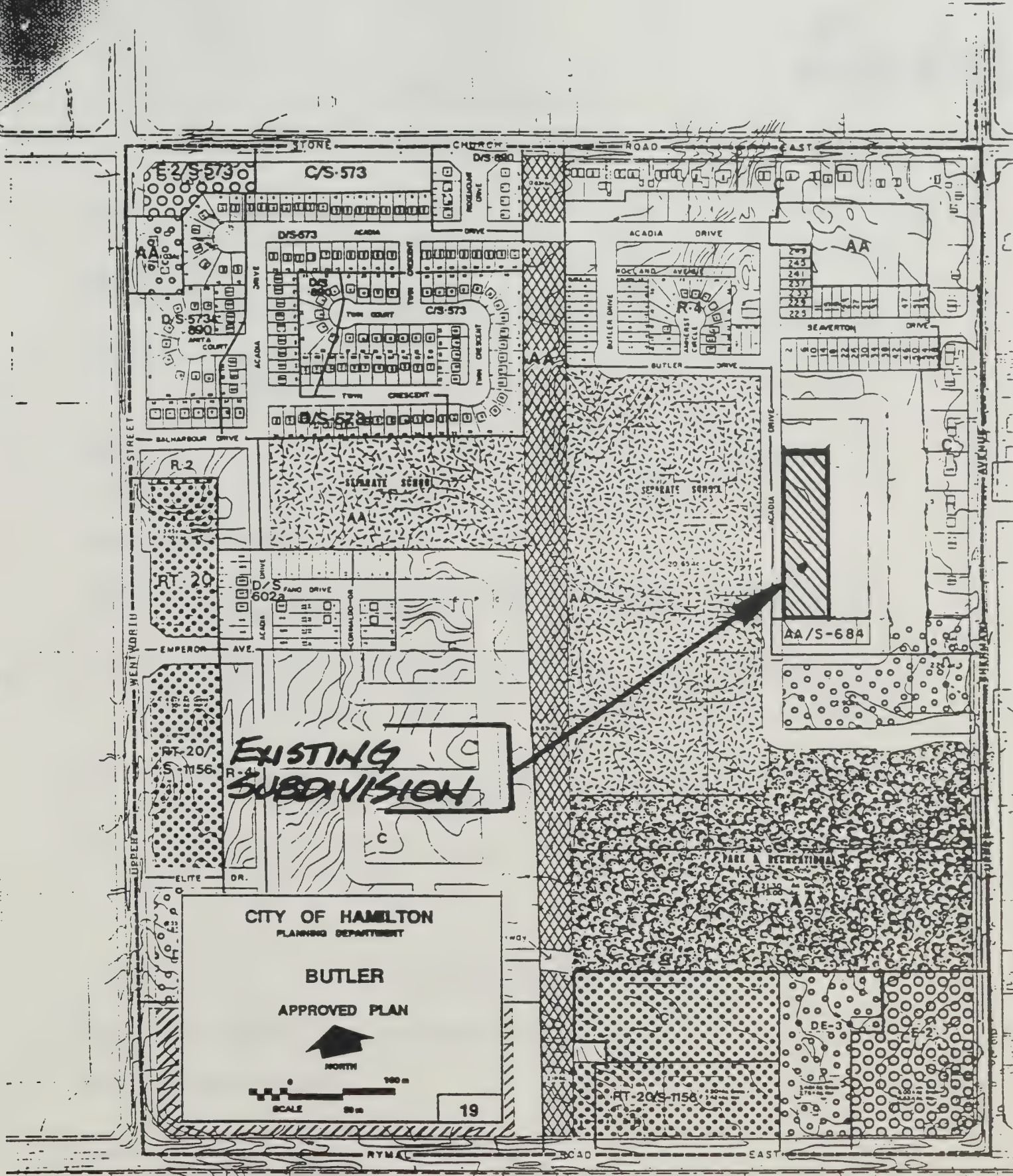


PS

cc:A. Ross, City Treasury
cc:R. Meiers, Public Works



WP5.1/REPORTS/DISC



KEY PLAN FOR "EDAN HEIGHTS - PHASE 3"

NOTE: THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE.
FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF
THE REGIONAL MUNICIPALITY OF HAMILTON GENTWORTH

2(c)(v)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 10
T103-51 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED

JUN 14 1993

CITY CLERKS


SUBJECT:

Encroachment Agreements (R-93-49)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement the agreements.
- c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd

-Page 2-
1993 June 10

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

 JKC:MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: June 29, 1993

<u>Location</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>First Year/Annual</u>	<u>File Number</u>
137 Britannia Ave.	Concrete porch measuring 2.86' x 17.4' and a frame garage on the road allowance of Ellis Ave. measuring 3.18' x 20.6'	Kerr & Hawken Barristers & Solicitors 442 Brant Street Burlington Ontario L7R 2G4	\$131/20.00	T103-50 (1030)
274 Beechwood Ave.	Concrete verandah measuring 1.95' x 18.4'	Petrini, Rubenstein & Waxman Barristers and Solicitors 242 James Street South Hamilton, Ontario L8P 3B3	\$131/20.00	T103 50 (1029)
52 Britannia Ave.	Verandah and steps measuring 4.87' x 20.0'	Robert R. Blake Barrister & Solicitor 1119 Fennell Ave. E. Hamilton Ontario L8T 1S2	\$131/20.00	T103 50 (1027)
29 Emerald St. N.	Concrete Steps & porch measuring 0.45' x 5.91'	Yachetti, Lanza & Restivo Barristers & Solicitors 154 Main Street East Hamilton Ontario L8N 1G9	\$131/20.00	T103 50 (1034)
35 Macallum St.	Concrete steps measuring 0.73' x 4.00' and two concrete retaining walls measuring 0.05' x 14.15'	Frank P. Sondola Barrister and Solicitor 25 Hughson St. S. Hamilton Ontario L8N 2A5	\$131/20.00	T103 50 (1035)
196 Napier St.	Concrete porch measuring 2.26' x 4.00'	Petrini, Rubenstein & Waxman 242 James St. S. Hamilton Ontario L8P 3B3	\$131/20.00	T103 50 (971)
188 Ray St. N.	Wood porch measuring 3.50' x 4.00'	Borkovich & Ingrassia Barristers & Solicitors 1 Main St. E. Hamilton Ontario L8N 1E7	\$131/20.00	T103 50 (948)

Cont'd...

SCHEDULE 'A'

134 Grant Ave.	Fire escape stairs measuring 0.28' X 4.0'	Braden & Braden Barristers, Solicitors, & Notaries 123 Ottawa St. N. Hamilton, Ontario L8H 3Y9	\$131/20.00	T103 50 (1048)
14 Madison Ave.	Steps measuring 2.23' X 3.05'	P. Anthony Marshall Barrister, Solicitor, Notary Public 68 Charlton Avenue West Hamilton, Ontario L8P 2C1	\$131/20.00	T103 50 (1049)
482 Catharine St. N.	Stoop measuring 0.22' X 3.14'	Burns, Vasan, Christmas Barristers & Solicitors 100 King St. W. Hamilton, Ontario L8N 4B7	\$131/20.00	T103 50 (1051)
307 Mary St. N.	Steps measuring 3.0' X 2.83'	Ross & Ross Barristers, Solicitors, Notaries 20 Jackson St. W., Ste. 414 Hamilton, Ontario L8P 1L2	\$131/20.00	T103 50 (1052)
153 Simcoe St. E.	Steps measuring 1.32' X 3.0'	Yachetti, Lanza & Restivo Barristers & Solicitors 154 Main St. E., Ste. 100 Hamilton, Ontario L8N 1G9	\$131/20.00	T103 50 (1050)
60 St. Matthews Ave.	Porch and steps measuring 3.30 X 5.50'	Zimmerman & Associates 1 King St. W., Box 360 Hamilton, Ontario L8N 3H4	\$131/20.00	T103 50 (1053)
169 Hess St. S.	Steps measuring 3.0' X 4.95' and porch measuring 4.6' X 3.25'	Millar, Alexander Barristers & Solicitors 120 King St. W. Hamilton, Ontario L8P 4V2	\$131/20.00	T103-50 (1054)

Cont'd...

SCHEDULE 'A'

85 Elgin St.	Steps measuring 3.0' X 2.8'	Paletta & Palios Barristers & Solicitors 132 Jackson St. E. Hamilton, Ontario L8N 1L3	\$132/20.00	T103 50 (1055)
67 Cathcart St.	Steps measuring 3.0' X 2.5'	Paletta & Palios Barristers & Solicitors 132 Jackson St. W. Hamilton, Ontario L8N 1L3	\$132/20.00	T103 50 (1056)
9 Mount Royal Ave.	Steps measuring 2.51' X 6.30'	Zimmerman & Associates Barristers, Solicitors, Notaries 100 Main St. E. Hamilton, Ontario L8N 3W6	\$132/20.00	T103 50 (1057)
383 Herkimer St.	Steps measuring 2.08' X 3.5' and porch measuring 1.73' X 2.40'	George J. Parker Barrister, Solicitor & Notary 14 Bold St. Hamilton, Ontario L8P 1T2	\$132/20.00	T103 50 (1058)
273 Dunsmure Rd.	Porch measuring 9.85' X 3.56'	Simpson, Watson & Vujnovic Barristers and Solicitors 950 King St. W. Hamilton, Ontario L8S 1K8	\$131/20.00	T103 50 (1059)
26 Woodbine Cres.	Portion of building measuring 0.65' X 1.84'	Alexander Mouropoulos Barrister, Solicitor 64 King St. E. Hamilton, Ontario L8N 1A6	\$132/20.00	T103 50 (1060)
29 Fairmont Ave.	Steps measuring 3.0' X 11.5'	Paul W. Lannon Barrister and Solicitor 3390 South Service Rd. Burlington, Ontario L7N 3J5	\$131/20.00	T103 50 (1061)

26Xvii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: June 10, 1993

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED

JUN 14 1993

SUBJECT:

CITY CLENKS


Incorporating certain City lands into various streets by By-Law. (R-93-51)

RECOMMENDATION:

- a) That the following City lands be incorporated into the streets as noted in Schedule "A":

Crerar Drive	Part 4	Plan 62R-9668
Colin Crescent	Block 30	Plan 62M-724
Ironwood Crescent	Block 25	Plan 62M-539
Lowcrest Avenue	Block 19	Plan 62M-505
Upper Paradise	Part 1	Plan 62R-12388
Cadham Boulevard	Block 149	Plan 62M-639
Ossington Drive	Block 148	Plan 62M-639
Lynnette Drive	Block 21	Plan 62M-719

- b) That the By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A
Cont'd...

BACKGROUND:

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Crerar Drive	Part of Lot 11, Conc. 7 (former geographic Township of Barton) designated as Part 4, Plan 62R-9668	N/A	To provide access and hook-up between Crerar Drive as (established by City of Hamilton By-Law 90-133) and Crerar Drive Plan 62M-728	S703-74
Colin Crescent	Block 30, Plan 62M-724	N/A	To provide access for the lands west of Plan 62M-724 to Colin Crescent, Plan 62M-724, as requested by Region	S716-33
Ironwood Crescent	Block 25, Plan 62M-539	N/A	To provide access and hook-up be- tween Ironwood Crescent, Plan 62M-539 and Iron- wood Crescent Plan 62M-560	S720-16 & S720-22
Lowcrest Avenue	Block 19, Plan 62M-505	N/A	To provide access and hook-up be- tween Lowcrest Avenue, Plan 62M-505 and Low- crest Avenue, Plan 62M-539	S720-12 & S720-16

Cont'd...

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Upper Paradise	Part of Lot 1, Conc. 1 (former geographic Township of Glanford) designated as Part 1, Plan 62R-12388	N/A	To provide access from a soon to be Registered Plan of Subdivision (commonly known as Highridge South - Phase 1) to Rymal Road	S600-10
Cadham Boulevard	Block 149, Plan 62M-639	N/A	To provide access and hook-up be- tween Cadham Boulevard, Plan 62M-639 and Cadham Boulevard, Plan 62M-733	S719-65 & S712-25
Ossington Drive	Block 148, Plan 62M-639	N/A	To provide access and hook-up be- tween Ossington Drive, Plan 62M-639 and Ossington Drive Plan 62M-733	S719-65 & S712-25
Lynnette Drive	Block 21, Plan 62M-719	N/A	To provide access and hook-up be- tween Lynnette Drive, Plan 62M-719 and Lynnette Drive, Plan 62M-734	S703-77

kin
cb:HS
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

TO INCORPORATE PART 4, PLAN 62R-9668
INTO CRERAR DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Crerar Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Crerar Drive.

Part of Lot 11, Concession 7 (former geographic Township of Barton), designated as Part 4, on Plan 62R-9668.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1993.

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

TO INCORPORATE BLOCK 30, PLAN 62M-724
INTO COLIN CRESCENT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Colin Crescent by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Colin Crescent.

Part of Parcel Block 28-1, Section 62M-724.

Being all of Block 30, on Plan 62M-724.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being Part of the Parcel.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1993.

City Clerk

Mayor

2(0X1)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 15

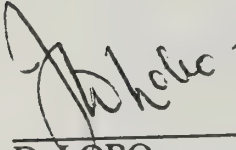
REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Closure of Dundurn Street Steps (PW93.1007)

RECOMMENDATION:

- (a) That the Director of Public Works be authorized and directed to close the Dundurn Street steps immediately and demolish as required to ensure safety to the public.
- (b) That consideration be given to include the replacement of the steps in the 1994 Capital Budget (presently slated for 1998).



D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to close the steps at the top and the bottom are nominal and are available from the Current Budget for the maintenance of the steps.

BACKGROUND:

The Dundurn Street steps which connect Garth Street on the mountain to the foot of Dundurn Street South are scheduled to have the wooden structure replaced with galvanized steel steps in 1998. The estimate in the Capital Budget is \$700,000.

A section of the structure is subject to slope slippage and requires immediate repair. The Region's Structural Engineer has inspected the steps and is recommending that the steps be replaced as the repairs required would not be cost effective since replacement is currently scheduled for 1998.

The estimate for repairs is \$120,000 to \$150,000. Since this was not specifically budgeted for, we recommend the steps be closed and demolished as required to ensure safety to the public.

During the closure, as an alternative, the public would be required to use the steps at Upper Paradise leading to the Chedoke Golf Course parking area located at a distance of approximately 1.4 km one way or the James Street steps located at a distance of approximately 2.7 km one way (see attached plan).

RPM/jdh
Attach.

c.c. A. Ross, City Treasurer



1 Dundurn Street Steps

2 Chedoke Golf Course Steps

3 James Street Steps

2(10)(ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 8

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Closure of Public Works Department
Streets Division Capital Projects (PW93.1019)

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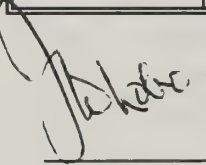
JUN 14 1993

CITY CLERKS

RECOMMENDATION:

That the City Treasurer be directed to close the following Capital Project Accounts with any excess funding to be transferred to its original source of financing.

CAPITAL CENTRE #	PROJECT DESCRIPTION	AUTHORIZED GROSS COST	EXPENDED/ COMMITTEE TO DATE	BALANCE AVAILABLE	SOURCE OF FINANCING
528942001	1989 Reconstruction Programme	\$8,200,000	\$7,069,000	\$1,131,000	Capital Levy/ MTO Subsidy
529042001	1990 Reconstruction Programme	\$8,800,000	\$8,477,000	\$323,000	Capital Levy/ MTO Subsidy
529142001	1991 Reconstruction Programme	\$6,718,000	\$6,664,000	\$54,000	Capital Levy/ MTO Subsidy


D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above.

BACKGROUND:

The work related to all of the above-noted projects has been completed and, therefore, the affected accounts can be closed.

RPM/jdh
RPM

c.c. A. C. Ross
City Treasurer

Attention: N. R. Adhya
Attention: M. B. Chandrashekar

c.c. D. Y. Onishi
Design and Construction
Roads Department

26Xiii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 11

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED

FROM: Mr. D. Lobo
Director of Public Works

JUN 14 1993

SUBJECT: Proposed Construction of a Finished Roadway
and Concrete Curbs on Dulgaren Street from
Upper Sherman to Approximately 72 m Easterly

CITY CLERKS

RECOMMENDATION:

- (a) that the construction of a finished roadway and concrete curbs on Dulgaren Street from Upper Sherman Avenue to approximately 72 m easterly proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$62,300 with a City's share of \$35,350 and Owner's share of \$26,950 all as provided in the 1993 portion of the 1993 - 2002 Capital Budget; and,
- (b) that the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- (c) that the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,
- (d) that the Director of Public Works be authorized and directed to remove thirty (30) trees within the road allowance of Dulgaren Street and replace with thirty (30) large caliper trees at a cost of \$14,400; and,
- (e) that 50% (\$7,200) of the tree removal and replacement cost be charged to the City's share for this project and 50% be charged to the Region attributable to the installation of sewers on Dulgaren Street; and,
- (f) that the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.



D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1993 - 2002 Capital Budget. The estimated cost per metre for a finished roadway and concrete curbs is \$275.00. If approved, this project will reduce the balances available in the City's share to \$519,166 and the Owner's share to \$514,234.

BACKGROUND:

The Region is proposing the installation of sewers and watermain on Dulgaren Street under the Local Improvement Act in 1993. It would be prudent to construct the roadway as part of the Region's contract. The location of the proposed work is shown on the attached plan.

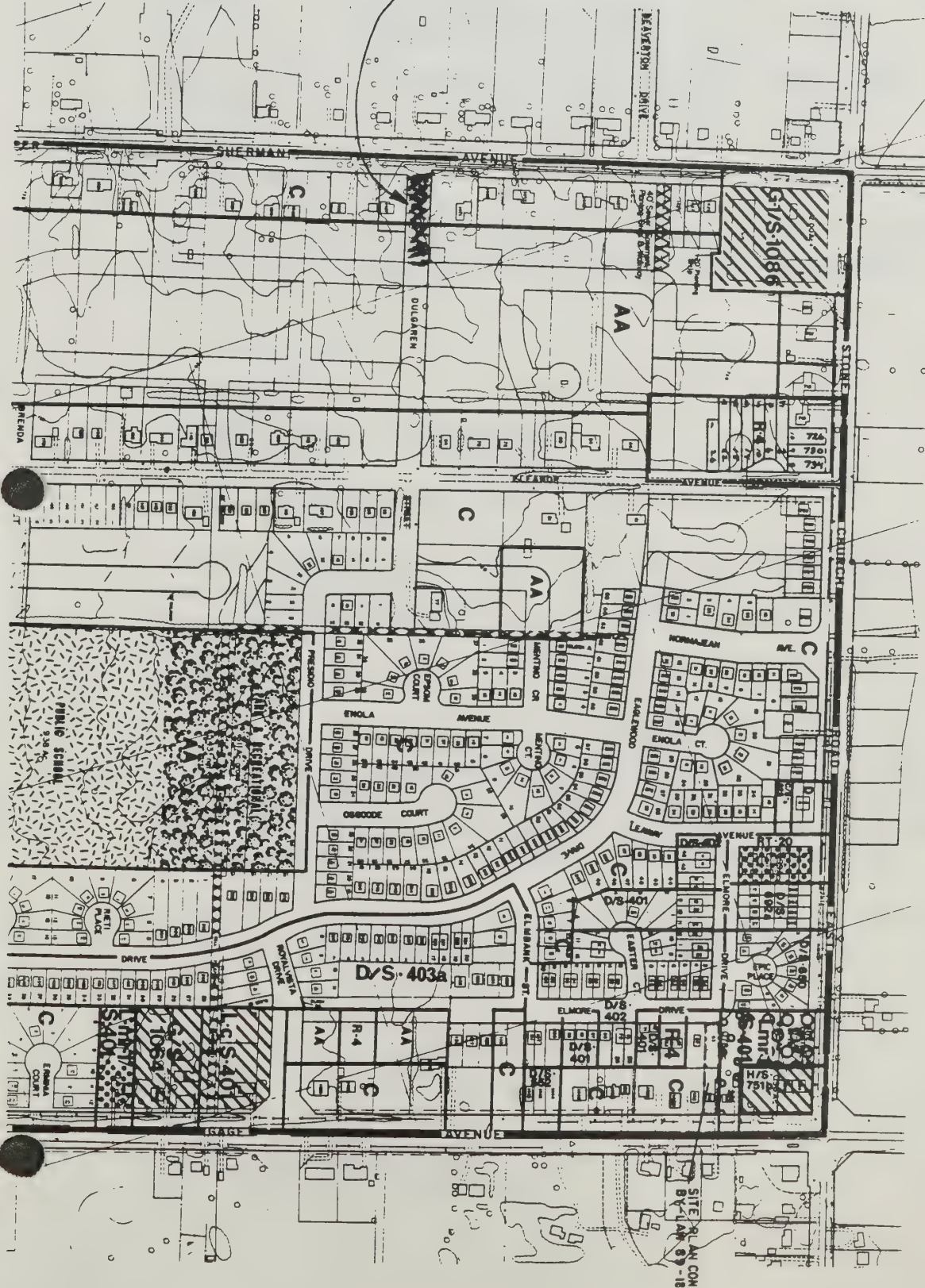
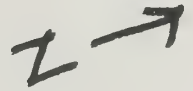
The construction of the roadway and associated sewer and watermain work will require the removal of thirty (30) trees. Forestry staff have visited the site and provided the following comments:

There are twenty (20) deciduous and ten (10) conifer trees ranging in fair to poor condition. Due to the close grouping and lack of proper arboriculture maintenance, these trees are of little horticultural significance. The trees range in size from 10 cm diameter to 50 cm diameter. The Region will contribute 50% (\$7,200) of the cost of the tree removal and replacement.

 RPM/jdh
Attach

c.c. J. J. Schatz, City Clerk
P. Noé Johnson, City Solicitor
Attention: S. Riley
A. Ross, City Treasurer
Attention: N. Adhya
G. W. Lawson, Commissioner of Finance
V.J. Abraham, M.C.I.P., Director of Local Planning
S. Reeder, Secretary, Finance & Administration Committee
R. Chrystian, Manager of Parks
K. A. Brenner, Manager, Programming & Prel. Design, Environmental Services
D. Y. Onishi, Director, Design & Construction, Roads Department

Proposed Roadway & Curbs



CITY OF HAMILTON
- RECOMMENDATION -

2(0)(iv)

DATE: 1993 June 15

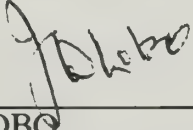
REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: 1993 Wheelchair Ramp Programme (PW93.1033)

RECOMMENDATION:

That the 1993 Capital Budget for Road Reconstruction include an amount of \$20,000 for construction of wheelchair ramps to supplement the Current Budget which was approved for \$42,000.



D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

This arrangement will not have an affect on the budget. In effect, the \$7,000,000 Road Reconstruction Program, between construction estimates and tenders has sufficient funds to accommodate the \$20,000 for the Wheelchair Ramp Program.

BACKGROUND:

The 1993 Current Budget has an approved amount of \$42,000 for construction of wheelchair ramps at corners at various locations throughout the City. It appears that this account will be expended and requests for installation of ramps where required may not be fulfilled this year. There is sufficient funding in the 1993 Reconstruction Programme to supplement the Current Budget so additional ramps may be constructed this year.

In order to respond to the requests for the installation of wheelchair ramps, it is practical to augment the existing program by an additional \$20,000.

RPM/jdh



c.c. A. Ross, City Treasurer

Attention: N. Adhya

c.c. Alderman G. Copps, Ward 4

2(Exi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 May 20

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: Tenancy Agreement
2787 King Street East (Lower)
R. and G. Moore

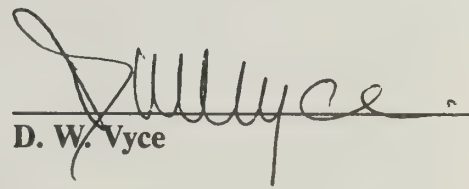
RECEIVED

MAY 27 1993

CITY CLERK

RECOMMENDATION:

- a) That the City of Hamilton enter into a Tenancy Agreement with R. and G. Moore to rent the premises known as 2787 King Street East (Lower), subject to the terms and conditions of the Tenancy Agreement being satisfactory to the City Solicitor.
- b) That a one-time rental charge of \$25 be charged for the period May 15, 1993 to May 31, 1993, for cleaning and decorating which has agreed to be carried out by the tenant.
- c) That commencing June 1, 1993, the monthly rent will be \$300 (realty taxes for the entire property is \$2,456.68 for 1993), and rental proceeds to be credited to Account No. CH 44104 31106 (City Properties - Rental).
- d) That the Mayor and City Clerk be authorized to execute the Tenancy Agreement in a form satisfactory to the City Solicitor.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The above mentioned City owned property was purchased in August 1975 for the proposed widening of King Street East.

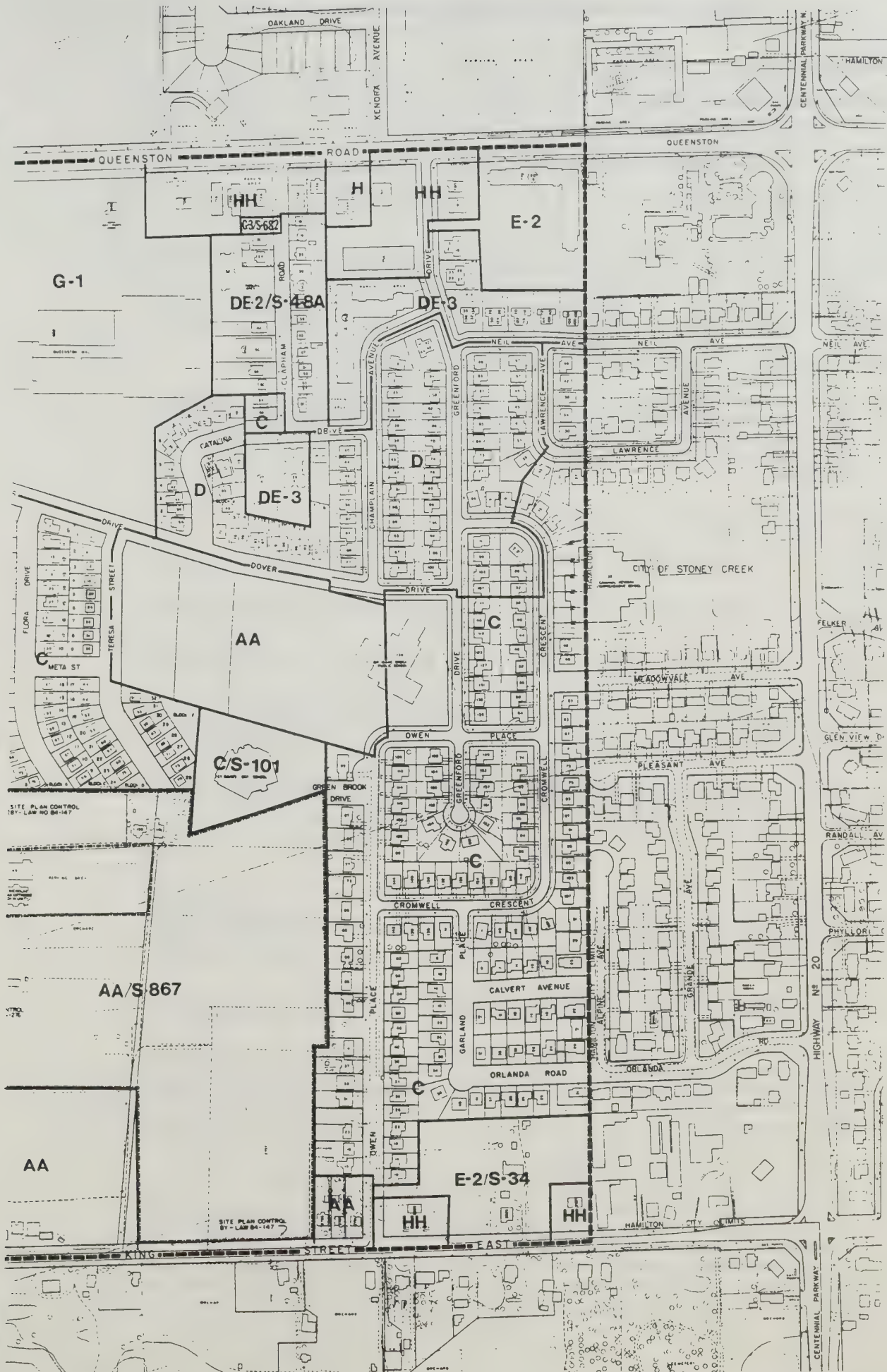
This building is rented as a duplex and the rent for the lower apartment has been reduced to off-set the cost of supplying heat to the upper apartment, which has now become vacant.

RJH/klb

c.c. P. Noé Johnson, City Solicitor
Attention: D. Powers

Allan C. Ross, Treasurer
Attention: W. Gilchrist

R. Swan, Manager, Building Operations and Maintenance Division



CITY OF HAMILTON RESIDENTIAL TENANCY AGREEMENT

Address of Leased Premises: 2787 King Street East (Lower)

Date of Tenancy Agreement: April 28, 1993

Landlord: The Corporation of the City of Hamilton
71 Main Street West, P.O. Box 2040
Hamilton, Ontario, L8N 3T4

Tenant(s): ROBERT MOORE
GAIL MOORE

The Tenant hereby offers to the Landlord to lease the said leased premises on the terms set out below. This offer shall remain open until accepted by the Landlord.

1. The lease shall commence on May 15, 1993 subject to the present Tenant, if any, vacating the leased premises and the term of the lease shall be from month to month.
2. Upon the signing of this offer to lease, the Tenant shall pay to the Landlord:
 - (a) rent in the amount of \$25.00 for the period from May 15, 1993 to May 31, 1993;
 - (b) the first regular month's rent of \$300.00 commencing June 1, 1993;
 - (c) the last month's rent of \$300.00. The Landlord agrees to pay interest on the last month's rent at 6% per year or such other rate determined by the Province of Ontario.
3. The Tenant agrees to pay the monthly rent of \$300.00 on the first day of each and every month during the lease term.
4. The Landlord shall pay local improvement charges, if any, in respect of the leased premises.
5. The Landlord shall pay realty taxes and all other charges on the tax roll on the leased premises.
6. The Tenant shall pay all charges, if any, for heat, sewer, water, gas, oil, electricity, telephone, cablevision and hot water tank rental.
7. The Tenant is responsible for ordinary cleanliness of the leased premises and for the repair and damage caused by his wilful or negligent conduct or omission or that of persons who are permitted on the leased premises by him.
8. The Landlord is responsible for providing and maintaining the leased premises in a good state of repair and fit for habitation during the tenancy and for complying with health and safety standards including any housing standard required by law.
9. The Tenant promises and agrees to the Landlord:
 - (a) that he will not make any alterations to the leased premises without the written permission of the Landlord;
 - (b) that he will not assign or sublet this Tenancy Agreement without the written permission of the Landlord;
 - (c) that he will not carry on any business on the leased premises without the written permission of the Landlord;
 - (d) that it is the Tenant's responsibility to maintain insurance on his personal property, contents and fixtures in the leased premises and to maintain and provide liability insurance;
 - (e) that all of the Tenant's chattels and Tenant's belongings which are left behind on the leased premises, upon the expiration or termination of the lease, or period of tenancy, shall be deemed to be abandoned and the Landlord may dispose of them as it sees fit;
 - (f) that representatives of the Landlord may enter the leased premises and inspect the leased premises upon 24 hours' written notice to the Tenant, or without prior notice in the event of an emergency;
 - (g) that he shall vacate the leased premises and he shall remove all of his possessions on the last day of the lease or period of tenancy.
 - (h) the Tenant acknowledges that the Landlord will be increasing the rent charged for the rent premises on an annual basis by the percentage set out in the Residential Complex Cost Index for the year as published by the Minister of Housing.
 - (i) this acknowledgement does not bind the Landlord in any way from raising the rent charged to a percentage higher than the said published percentage if such an increase is permitted by law.

10. The Tenant agrees to indemnify and save harmless the Landlord, its servants, agents, employees and other officials from and against all actions, causes of actions, interest, claims, demands, costs, taxes, damages, expenses and loss which against the Landlord any person now has or which his heirs, executors, administrators, successors and assigns now have or can or shall or may have for or by reason of or in any way arising out of the lease of the said leased premises to the said Tenant.
11. Either the Landlord or the Tenant may terminate this Lease by giving the other party at least 60 days' notice in writing.

12. The Tenant agrees to:

- (a) mail or deliver his monthly rent cheques to the following address:

The Corporation of the City of Hamilton
Treasury Department - Sundry Revenue
71 Main Street West, P.O. Box 2040
Hamilton, Ontario, L8N 3T4

- (b) to show on the rent cheque the address of the leased premises together with the words "monthly rent";

- (c) to address all other correspondence, inquiries or notices to the following address:

The Corporation of the City of Hamilton
Real Estate Department
71 Main Street West, P.O. Box 2040
Hamilton, Ontario, L8N 3T4

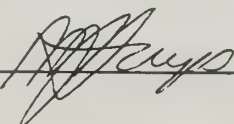
or to phone inquiries to the Real Estate Department at 546-4500.


13. The Landlord agrees to mail or deliver all of its notices to the Tenant to the address of the leased premises.

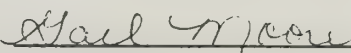
Provided that in reading this Tenancy Agreement the word "Tenant" and the pronouns "he", "his" or "him" relating thereto and used therewith shall be read as "Tenant or Tenants" and "he", "she", "it" or "they", "his", "her", "its" or "their", or "him", "her", "it" or "them", respectively, as the number and gender of the party of parties referred to in each case require, and the number of the verb agreeing therewith shall be read as agreeing with the said word or pronoun so substituted.

IN WITNESS WHEREOF the Tenant has hereunto set his hand and seal.

In the Presence of




ROBERT MOORE


GAIL MOORE

The Corporation of the City of Hamilton hereby accepts the offer of the Tenant to lease the said leased premises from the City upon the above terms and IN WITNESS WHEREOF The Corporation of the City of Hamilton has hereunto affixed its seal under the signatures of its duly authorized officers.

THE CORPORATION OF THE CITY OF HAMILTON

Mayor

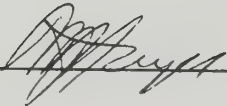
City Clerk

SCHEDULE "A"

It is understood that the rent for the Lower Apartment has been reduced to off-set the cost of supplying heat to the upper apartment.

I therefore agree to pay for heating fuel and to supply sufficient heat to the Upper Apartment during my tenancy, in accordance with the Landlord and Tenant's Act.

Witness




ROBERT MOORE

Witness


GAIL MOORE

CITY OF HAMILTON
- RECOMMENDATION -

2(E)(ii)

DATE: 1993 June 7

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: Alley Closure and Sale
Lands at the Rear of 34 Thorndale Street North
Gilles Christopher Cinq Mars
Charmaine Simona Van Schaik

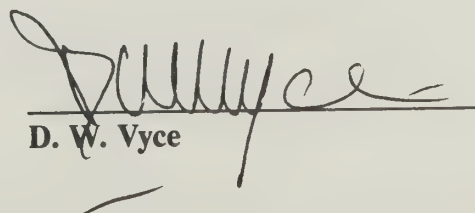
RECEIVED

JUN 08 1993

CITY CLERKS

RECOMMENDATION:

- a) That an Offer to Purchase, duly executed by the owners, Gilles Christopher Cinq Mars and Charmaine Simona Van Schaik, on May 31, 1993 and scheduled to close within sixty (60) days of the passing and registration of a by-law to sell the closed alleyway, for the purchase of a portion of land designated as Part 2 on Reference Plan 62R-12021, more particularly described as having a length of 10.058 metres (33 feet) more or less, by a depth of 1.82 metres (6 feet) more or less, and comprising a total area of 18.305 square metres (198 square feet) more or less, being rear land behind municipal address 34 Thorndale Street North, be approved and completed, and the funds derived from this sale of \$1 be credited to Account No. CH 4X501 00102 (Reserved for Property Purchases).
- b) That these lands be sold subject to an easement in favour of Bell Canada over Part 2, Plan 62R-12021.
- c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

As the purchase price of \$1 has been submitted with this Offer and deposited in Account No. CH 4X501 00102 (Reserved for Property Purchases), this amount not be collected on closing.

BACKGROUND:

On September 14, 1991, City Council adopted Item #1 of the 13th Report of the Transport and Environment Committee thereby authorizing the stopping up and closing of the subject alley by Judge's Order.

Following successful application, the Director of Property was authorized to dispose of the lands to the abutting owners subject to an easement in favour of Bell Canada.

The subject alley was closed by Judge's Order on November 17, 1992, and registered as Instrument No. 141618. Subsequently, in keeping with alley closure policy abutting a residential property, we are recommending this sale of \$1.

WmM/klb

c.c. P. Noé Johnson, City Solicitor
Attention: D. Powers

Allan C. Ross, Treasurer

C. Bandurka, Property Clerk, Surveys, Roads Department



<div data-bbox="877 1755 973 1851"> </div> <div data-bbox="845 1862 1005 1904"> <p>This is not a Legal Document For Zoning Verification Please Contact City Building Department.</p> </div> <div data-bbox="805 1915 1029 1947"> <p>Neighbourhood Boundary Zoning Boundary</p> </div> <div data-bbox="829 1957 1021 1989"> <p>Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth.</p> </div>	<div data-bbox="1069 1766 1276 1883"> <p>CITY OF HAMILTON AINSLIE WOOD NORTH ZONING</p> </div> <div data-bbox="1053 1904 1284 1947"> </div> <div data-bbox="1053 1947 1284 1989"> <p>PLANNING 6907</p> <p>JUNE 1988</p> <p>PAGE NO. 3</p> </div>
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OFFER TO PURCHASE

I/We GILLES CHRISTOPHER CINQ MARS AND CHARMAINE SIMONA VAN SCHAİK of the City of Hamilton,
in the Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of part of a 12.0 foot wide alley, Registered Plan Number 647, formerly in the geographic Gore of Ancaster, more particularly described as having a width of 1.82 metres (6.0 feet) more or less, by a length of 10.058 metres (33.0 feet) more or less, and comprising a total area of 18.305 square metres (198.0 square feet) more or less, being land at the rear of municipal address 34 Thorndale Street North and designated as Part 2 on Reference Plan 62R-12021.

at the price of ONE----- DOLLARS (\$1.00)
of lawful money of Canada, payable as follows:-

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 6th day of July 1993, by a letter mailed or delivered to the Purchaser at c/o 34 Thorndale Street North, Hamilton, Ontario, L8S 3K4.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. This transaction shall be closed within sixty (60) days of the passing of a by-law to sell the closed alleyway.
8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.
9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.
10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.
12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.
13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.
16. It is understood and agreed that the sale of these lands shall be subject to an easement in favour of Bell Canada over Part 2, Reference Plan 62R-12021.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

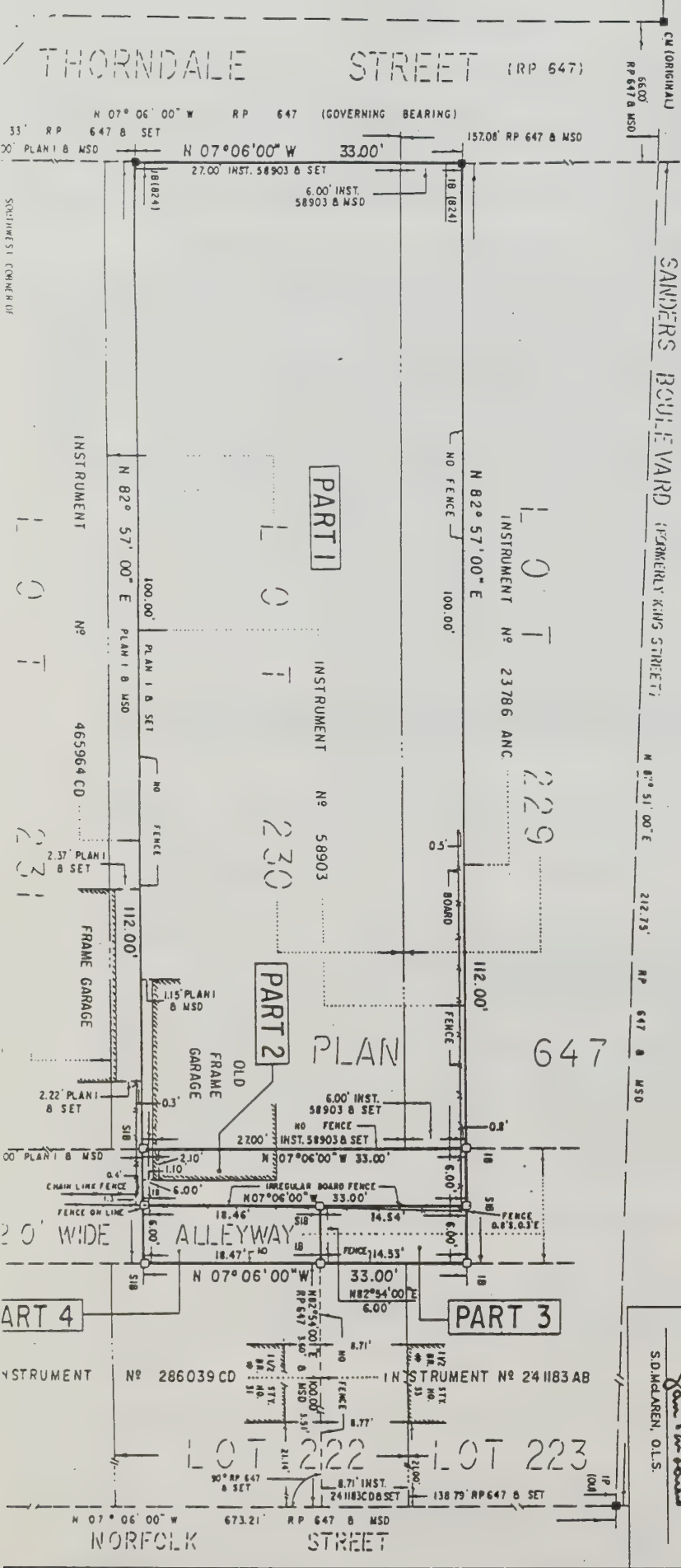
DATED at Winnipeg this 31st day of May 19 98.

SIGNED, SEALED AND DELIVERED) [Signature] (Seal)
in the presence of) GILLES CHRISTOPHER CING MARS
) [Signature] (Seal)
Judy Wong) CHARMAINE SIMONA VAN SCHAIK
) _____ (Seal)

Name of Purchaser's Solicitor _____

Address of Purchaser's Solicitor _____

PLAN OF SURVEY
 OF PART OF
 LOTS 229 AND 230 AND PART OF A
 12.00' WIDE ALLEYWAY
 REGISTERED PLAN NO. 647
 GEOGRAPHIC CORNER OF ANCASTER
 NOW IN THE
 CITY OF HAMILTON
 REGIONAL MUNICIPALITY OF
 HAMILTON - WENTWORTH
 SCALE: 1 inch = 10 feet
 S.D. McLAREN, O.L.S. - 1891



S	C	H	E	D	U	L	E
PART	LOT	RP	INSTRUMENT NO				
1	PART OF 229 & 230	647	58903				
2	PART OF A 12.00 WIDE ALLEYWAY		NOT CLOSED BY T.L.W. OR JUDGES ORDER				
3							
4							

PLAN 62 R-1202
 RECEIVED AND DEPOSITED
 Date 1991.12.12
S.D. McLaren
 LAND REGISTRAR FOR THE REGISTRY
 DIVISION OF WENTWORTH (REG 62)
 I REQUIRE THIS PLAN TO BE
 DEPOSITED UNDER THE
 REGISTRY ACT
 Date NOV. 20, 1991
 S.D. McLaren, O.L.S.

CITY OF HAMILTON
- RECOMMENDATION -

2 (F)

DATE: 1993 June 15

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

A handwritten signature in dark ink, appearing to be 'J. Christenson', written over a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Attachment

3(b)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1993 June 11
E308-02C C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: Decontamination of PCBs by Rondar Inc for
Canadian Liquid Air Ltd, Hamilton, Ontario

RECOMMENDATION:

- (a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Rondar Inc. carrying out the proposed PCB destruction for Canadian Liquid Air Ltd. at 95 Birmingham St., Hamilton, Ontario;
- (b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOEE be waived so that the proposed work can be carried out as scheduled;
- (c) That no specific permits are required for the proposed work.


P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

**Decontamination of PCBs by Rondar Inc for
Canadian Liquid Air Ltd, Hamilton, Ontario**

BACKGROUND:

The West Central Office of the MOEE has received an application from Rondar Inc. for a Certificate of Approval to operate a Class 2 Mobile Destruction Site at 95 Birmingham St, Hamilton, Ontario. The MOEE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Canada Liquid Air Ltd. has hired Rondar Inc to carry out on-site PCB decontamination of approximately 8 700 litres of oil which has a PCB contamination level of approximately 101 ppm. The PCB material is stored in barrels in the 11/82 storage site (No. 20185A061) at the destruction site. The facility is located in a Heavy Industrial zone well removed from residential areas.

The oil will be dechlorinated to a non-detectable level (< 2 ppm of PCB's) and then stored for pick-up and recycling by A.F. White Limited or Rondar Inc.

No specific Municipal or Regional permits are required for the work proposed by PPM Canada Inc. as the work will be carried out entirely on Canada Liquid Air Ltd.'s property. According to Rondar's proposal the Certificate of Approval (C of A) from the MOEE is requested to be active for the period of June 7, 1993 to July 29, 1993; however, the work will not commence until the MOEE has issued the C of A.

Under MOEE regulation 352 (formerly Reg. 148/86), governing PCBs, the Ministry is required to notify the City of Hamilton of the proposed work once the Certificate of Approval has been issued to Rondar Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the Municipality considers the letter requesting the confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

A copy of Rondar's proposal is too lengthy to append to this report and is therefore available for viewing at the City Clerk's Office.

CR
Attach

cc. L. Sohal, Secretary, Environmental Services Committee

CITY OF HAMILTON

-RECOMMENDATION-

3(c)

DATE: 1993 June 11
E308-02C C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: Decontamination of PCBs by Rondar Inc for
Porritts & Spencer Canada Inc.

RECOMMENDATION:

- (a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Rondar Inc. carrying out the proposed PCB destruction for Porritts & Spencer Canada Inc. at 240 Lottridge St. North, Hamilton, Ontario;
- (b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOEE be waived so that the proposed work can be carried out as scheduled;
- (c) That no specific permits are required for the proposed work.


P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

**Decontamination of PCBs by Rondar Inc for
Porritts & Spencer Canada Inc.**

BACKGROUND:

The West Central Office of the MOEE has received an application from Rondar Inc. for a Certificate of Approval to operate a Class 2 Mobile Destruction Site at 240 Lottridge St. North, Hamilton, Ontario. The MOEE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Porritts & Spencer Canada Inc. has hired Rondar Inc. to carry out on-site PCB decontamination of approximately 1400 litres of oil which has a PCB contamination level of approximately 159 ppm. The facility is located in a Heavy Industrial zone well removed from residential areas.

The oil will be dechlorinated to a non-detectable level (< 2 ppm of PCB's) and then stored for pick-up and recycling by A.F. White Limited or Rondar Inc.

No specific Municipal or Regional permits are required for the work proposed by Rondar Inc. as the work will be carried out entirely on Porritts and Spencer's property. According to Rondar's proposal the Certificate of Approval (C of A) from the MOEE is requested to be active for the period of June 25, 1993 to August 28, 1993; however, the work will not commence until the MOEE has issued the C of A.

Under MOEE regulation 352 (formerly Reg. 148/86), governing PCBs, the Ministry is required to notify the City of Hamilton of the proposed work once the Certificate of Approval has been issued to Rondar Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the Municipality considers the letter requesting the confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

A copy of Rondar's proposal is too lengthy to append to this report but is available for viewing at the City Clerk's Office.

CR
Attach

cc. L. Sohal, Secretary, Environmental Services Committee

3(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 14
T103 23 (5) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

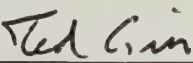
FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Earthsong Festival

RECOMMENDATION:

That the application of W. Powell, agent for the Hamilton-Wentworth Creative Arts Earthsong Festival (401 Main Street West, Hamilton L8P 1K5) to temporarily make Longwood Road between Franklin and the Princess Point entrance one way south and to temporarily close Macklin Street from Dufferin Road to Longwood Road, from Thursday July 1, 1993 at 12:00 noon to Sunday July 4, at 11:00 pm, to hold the annual Earthsong Festival, be approved, subject to the following conditions;

- i) That approval from Regional Police Services be received;
- ii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iii) That all barricading be supplied by and at the expense of the applicant;
- iv) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;
- v) That no property owner or resident within the barricaded area be denied access to their property upon request;
- vi) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E. M. Gill, P. Eng.

Cont'd...

Earthsong Festival

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police Services will provide traffic control officers at a total cost of \$4100. to be drawn from the Region account # 57713-194300 for special events in the Region.

BACKGROUND:

W. Powell, agent for Hamilton-Wentworth Creative Arts Inc., has submitted an application requesting permission to make Longwood Road from Franklin Road to the entrance area of Princess Point one way south and to temporarily close Macklin from Dufferin to Longwood, from 12:00 noon on Thursday July 1, 1993 to 11:00 pm on Sunday July 5, 1993 in conjunction with the Earthsong Festival.

This is an annual event in the City and attracts thousands of people to the area. The City has given their approval for the use of Kay Drage Park and the Royal Botanical Gardens has given permission for the use of Princess Point. The Special Events Advisory Team has met with the applicant and is satisfied that the festival can meet all City requirements.

Regional Police Services have submitted costs of \$4100. for the three officers required each day of the five day event.

The Traffic Department will place detour signs on Macklin Street and Longwood Road and no parking signs on Glen Road to allow access for the buses being detoured because of the event. The applicant will be responsible for these costs.

The applicant has informed this Department that a shuttle service to Princess Point will be provided, consisting of charter buses, handicap vans and rickshaws. The applicant also proposes to use Veterans Taxi Company as the exclusive taxi company to drop passengers off at the event location. Veterans Taxi has contributed through sponsorship donation to Earthsong to obtain the exclusive rights to taxi fares into the park. A portion of the taxi fare will go to a charity for abused children.

The use of the road allowance is under the control of the applicant for the duration of the festival and this Department has been advised by the Law Department that the applicant is within his legal right to restrict or regulate vehicles within the closure area.

Cont'd...

-Page 2-
June 14. 1993

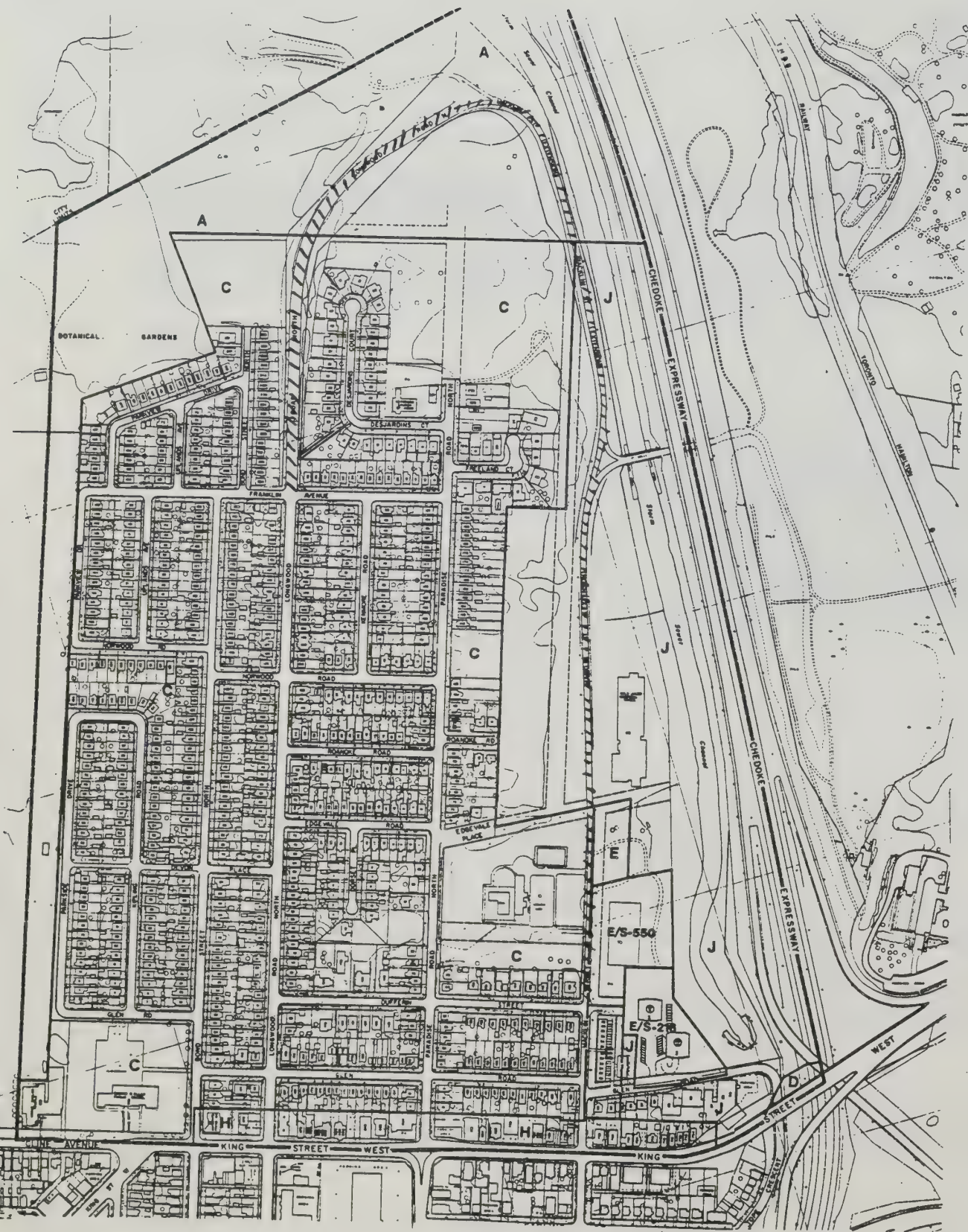
Earthsong Festival

Cont'd...

Since we have received no departmental objections and since Regional Police Services indicate the proper detour routes can be safely provided, this Department is in favour of the event.

City JKC:

cc: Staff Sgt. M. Heddle, Police Services
cc: S. Merlo-Orzel, Culture and Recreation
cc: D. Lobo, Director of Public Works
cc: D. Powers, Law Department
cc: M. Main, Director Traffic Department
cc: K. Littlewood, H.S.R.



LEGEND

ROAD CLOSURE





CITY COUNCIL
HAMILTON, CANADA

Alderman Don Ross

Chairman - Economic Development & Planning
Chairman - Finance & Administration

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES: (416) 387-1842 - Ward 8

June 3, 1993.

TO: ~~Tina Agnello~~, KEVIN CHRISTENSEN
Secretary,
Transport and Environment Committee.

FROM: Don Ross,
Alderman, Ward 8.

SUBJECT: TRANSPORT AND ENVIRONMENT COMMITTEE MEETING - JUNE 21, 1993.

Craig Cutten ... Blue Line Transportation Ltd., 160 John Street South, 2nd Floor, P. O. Box 1006, Station "A", Hamilton, Ontario, L8N 3R1, Phone 525-2788 ... would like to appear as a Delegation at the Transport and Environment Committee Meeting of June 21st ... the issue is regarding **Earthsong** and the closure of Longwood Road.

He would like to address the Committee with his concerns.

Unfortunately, I will be unable to attend this Meeting.

Could you please notify Mr. Cutten of the specifics regarding his attendance.

Thanks.

Don Ross,
Alderman, Ward 8.

DR:dd

c.c. Mr. Craig Cutten, Blue Line Transportation Ltd., 160 John Street South, 2nd Floor,
P. O. Box 1006, Station "A", Hamilton, Ontario. L8N 3R1.

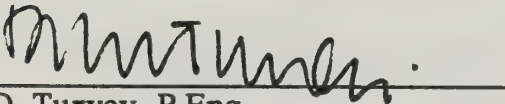
3(e)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 3
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee
FROM: Mr. D. Turvey
Commissioner of Transportation/Environmental Services
SUBJECT: 1993 Transit Shelter Program

RECOMMENDATION:

- a) That the Transport and Environment Committee approve 38 proposed transit shelter locations in the City of Hamilton from the attached Table 1 as candidate shelter locations for the 1993 HSR Shelter Program.
- b) That the HSR install 19 shelters at these candidate locations in the priority indicated by the warrant scores and subject to finalizing the necessary encroachment agreements.
- c) That the remaining candidate shelter locations which do not receive at shelter through the 1993 HSR Shelter Program be considered for future years.


L.D. Turvey, P.Eng.

FINANCIAL IMPLICATIONS:

The proposed works are to be installed in accordance with the H.S.R. 1993 Shelter Capital Budget account number 16045-032.

STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A total of 19 shelters with the highest warrant scores from the attached list of 38 locations will be installed in 1993. The shelter locations have been listed in descending order according to the total warrant score ranking. The list of 38 shelter locations require approval as past experience has shown that property owners may not agree to an encroachment agreement, and therefore, the next location on the list would be eligible for a shelter in 1993.

continued ...

All drawings required to install the 19 shelters have been circulated to various City and Regional departments for their review. Construction of the shelters will not begin until approval from these departments has been received.

Each proposed shelter location is evaluated using 6 major criteria from the Hamilton Street Railway Warrant Sheet to determine priority listing. A detailed description of how proposed shelter locations are evaluated is shown on the attached Appendix A. The major warrant criteria categories are briefly described below:

Transit Shelter Warrant Criteria:

1. Physical Aspects - passenger exposure to the weather (e.g. a passenger waiting adjacent to a windswept field vs. a passenger waiting in an alcove of a building).
2. Passenger Usage - total number of daily boarding passengers at the bus stop.
3. Route Stability - indicates whether the route will be realigned within the next five years resulting in an unused shelter.
4. Passenger Waiting Time - half the peak hour and off peak hour headway; the greater the waiting time the more necessary a shelter becomes.
5. Land Use in neighbourhood - priority given to locations near hospitals, senior citizen homes, public buildings and transfer points.
6. Advertising Exposure - the entire shelter program, including capital and on-going maintenance costs, is supported by advertising revenues. Shelters with advertising panels are located at areas with high traffic volumes.

Every request for a transit shelter that was received was ranked on the above criteria and either included in the total number of shelters that could be installed, rejected or temporarily delayed for one of the following reasons:

- A) Insufficient land to install a shelter;
- B) Encroachment Agreement Denied;
- C) Redevelopment in the surrounding area;
- D) Proposed Route Realignment

Item C and D shelters will be carried over to the 1994 Shelter Program and be re-evaluated.

1993 On-hold and Rejected Shelter Requests:

- A) Insufficient land to install shelter:
 - 1. Rymal Rd. E. at Republic Ave., north east corner
(Requested by: Councillor Merling)
 - 2. Main St. W. at Poulette St., south west corner
(Requested by: customer)
- B) Rejected due to denial of encroachment agreement:
 - 1. Emerson St. at Royal Ave., south east corner
(Requested by: Councillor Kiss)
- C) On-hold due to review/redevelopment in the surrounding area:
 - 1. Upper Gage Ave. at Royal Vista Dr., north west corner
(Requested by: customer)
- adjacent land to be redeveloped
 - 2. South leg of King St. E. between James & John, north side
(Requested by: customer)
- the implementation of transit shelters in the Gore Park is on hold
until a needs study has been completed by the Gore Park Review
Team.
- D) On-hold due to Proposed Route Realignment:
 - 1. Upper Wentworth St. at Essling Ave., north west corner
(Requested by: customer)
 - 2. Upper Gage Avenue at Rymal Road., north west corner
(Requested by: customer)

LDT/DR

cc. R. Whynott, Regional Chairman
M. Carson, Chief Administrative Officer
G. Lawson, Commissioner of Finance

Table 1

1993 Proposed Shelter Locations
City of Hamilton

NO.	STOP #	LOCATION	CORNER	SHELTER TYPE	SCORE	REQUEST ORIGIN	ENCR. REQ'D
1	70817	Ottawa St. S. at Main St. E.	S/E	AD	87	Customer	YES
2	72606	Main St. E. at Emerald St. S.	S/E	AD	79	Customer	YES
3	82620	Main St. W. at #998	S/Side	AD	78	Customer	NO
4	61334	Mohawk Rd. W. at Upper Horning Rd.	S/E	AD	77	Customer	NO
5	72539	King St. E. at Belview Ave.	N/E	AD	74	Customer	YES
6	51314	Mohawk Rd. E. at Upper Wentworth St.	N/E	AD	74	Customer	YES
7	60314	Upper Paradise Rd. at Mohawk Rd. W.	S/W	AD	70	Customer	NO
8	51315	Mohawk Rd. E. at Upper Wentworth St.	S/W	AD	69	Councillor Jackson	NO
9	50520	Upper Ottawa St. at Mohawk Rd.	N/W	AD	69	Customer	NO
10	61324	Mohawk Rd. W. at Upper Paradise Rd.	S/W	AD	67	Customer	YES
11	72571	King St. E. at Gilmont Dr.	N/E	AD	63	Councillor Agostino	NO
12	72567	King St. E. opp. Mt. Albion Rd.	N/Side	AD	63	Councillor Agostino	NO
13	80131	MacNab St. S. at Charlton Ave. W.	S/E	NAD	63	Customer	NO
14	50520	Upper James St. at Queensdale Ave. E.	S/E	AD	63	Customer	NO
15	51345	Grenadier Ave. at Mohawk Rd. E.	N/E	NAD	62	Customer	NO
16	82515	King St. W. at Macklin St.	N/E	AD	61	Customer	YES
17	81246	King St. E. opp. Quigley Rd.	N/Side	AD	60	Customer	NO
18	81246	Main St. W. at #1895	E/Side	AD	60	Customer	NO
19	60329	Upper Paradise Rd. at Gemini Dr.	N/E	AD	60	Councillor Ross	NO
20	50420	Upper Gage Ave. at Edwina Pl.	N/W	AD	59	Customer	NO
21	72568	King St. E. at Mt. Albion Rd.	S/W	AD	58	Customer	NO
22	60331	Upper Paradise Rd. at Stone Church Rd.	S/E	NAD	56	Councillor D'Amico	NO
23	81116	Emerson St. at Main St. W.	S/E	NAD	55	Customer	YES
24	51242	Fennell Ave. at Glenford Ave.	S/W	CAN	55	Customer	NO
25	71424	Beach Blvd. at Van Wager's Beach Rd.	N/W	NAD	54	Customer	NO
26	70707	Gage Ave. N. at Beach Rd.	N/E	AD	54	Customer	NO
27	72674	Queenston Rd. at #770	S/Side	NAD	54	Customer	NO
28	81003	Franklin Ave. at Longwood Rd.	N/W	NAD	53	Councillor Kiss	NO
29	50545	Upper Ottawa St. at #1527	E/Side	AD	53	Customer	NO
30	80129	MacNab St. S. at Robinson St.	S/E	NAD	51	Customer	NO
31	50140	Upper Wellington St. at Stone Church Rd.	N/W	AD	51	Councillor Gallagher	NO
32	81114	McMaster Service Rd. at Main St. Exit	S/W	NAD	50	Customer	YES
33	50407	Upper Gage Ave. at Brucedale Ave.	S/E	AD	50	Customer	NO
34	60337	Upper Paradise Rd. at Rymal Rd.	N/E	AD	50	Customer	NO
35	72152	Burlington St. E. at Parkdale Ave.	S/W	NAD	49	Customer	YES
36	60233	Garth St. opp. #1440	E/Side	NAD	49	Councillor Ross	NO
37	72584	Greenhill Ave. at Tasha Ct.	N/W	NAD	46	Customer	NO
38	80117	MacNab St. N. at York Blvd.	N/E	NAD	43	Customer	NO

18.0 TRANSIT SHELTER REQUESTS

During the course of a year numerous requests for new transit shelters are received for various locations. Every requested location must be investigated by the bus stop administrator to determine if a shelter is warranted.

18.1 Analysis and Evaluation

At any given time requests for new bus shelters will be received from Councillors, passengers, operators or activity centres such as senior citizen homes. Every request must be analyzed and evaluated to justify or reject possible locations.

This process is outlined on Figure 19 "Annual Bus Shelter Program - Analysis and Evaluation Process."

Figure 20 "Bus Shelter Installation Warrants - Relative Importance of Various Factors" outlines the total score that each variable may have and its impact on the total rating. As shown on the warrant sheet illustrated on Figure 21 "Warrants for Transit Shelter Installation" various factors are investigated and designated a rating which reflects the poor or good condition thereof.

The following factors are examined.

(a) Physical Aspects:

- a location that is completely exposed to the weather, for example on an open windswept corner lacking any protection from the weather
- a well lit area is preferred to deter vandalism
- the shelter should not be a sight obstruction; refer to sight distance criteria supplied by the City of Hamilton Traffic Dept. as illustrated on Figure 22

(b) Passenger Usage:

- preference should be given to a well utilized stop

(c) Route Stability:

- if the route may be realigned within the next five years any stop location that could be affected should be avoided
- if there are no foreseen route realignments and no major alignments have occurred in recent history, it is desirable

(d) Passenger Waiting Time:

- the greater the passenger waiting time between buses the better the location for a shelter
- off peak headways, as opposed to peak headways, are the major determinant in this category due to the reduced frequency of service

(e) Land Use:

- as the density in the area surrounding a proposed shelter increases the better the impact of the shelter on the neighbourhood

(f) Advertising Exposure:

- the shelter program is supported through revenues generated by the advertising within the shelter

In conjunction with the proposed shelter locations, existing shelters should be investigated to determine if replacements are required.

Upon completion of the analysis and evaluation phase the new locations are prioritized based on the total scores as summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment

summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment agreement with private property owners if a shelter is to encroach. Even though a location ranks high in the foregoing evaluation process, installation may not be possible if there is insufficient road allowance width available, and/or the property owner does not choose to permit an encroachment.

Depending upon the location, power hookups may be required to provide background lighting to the advertising panels. The bus stop administrator must conduct site visits with a representative of the following utility companies depending on the location:

- (a) Hamilton Hydro
- (b) Stoney Creek Hydro
- (c) Dundas Hydro
- (d) Ancaster Hydro

- 4 -
FIGURE 19

**ANNUAL BUS SHELTER PROGRAM
ANALYSIS & EVALUATION PROCESS**

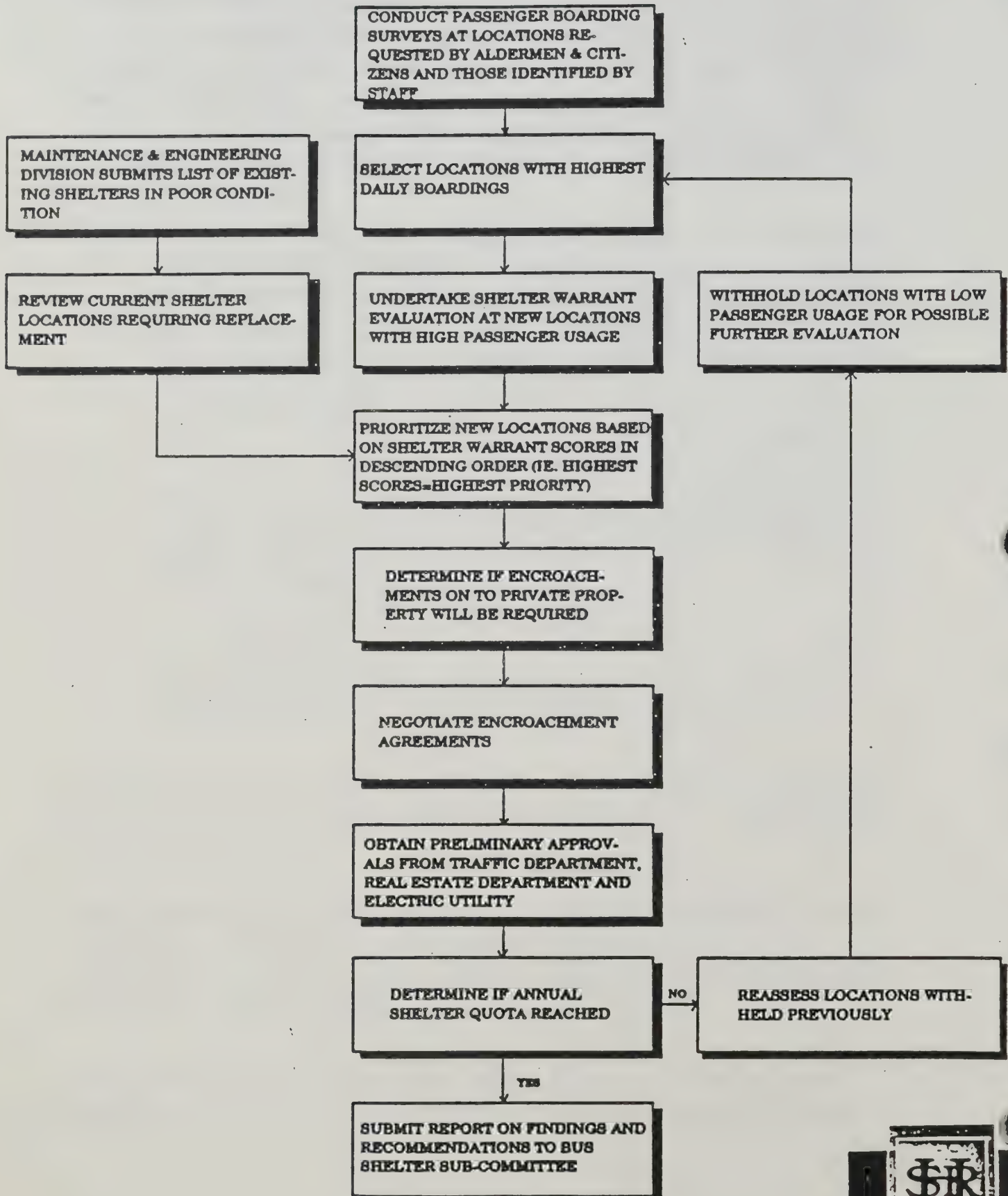


FIGURE 20

BUS SHELTER INSTALLATION WARRANTS
RELATIVE IMPORTANCE OF VARIOUS FACTORS



FACTOR	RELATIVE IMPORTANCE IN PERCENT- AGE OF TOTAL POINTS	
A. PHYSICAL ASPECTS		
EXPOSURE TO WEATHER CONDITIONS	15 %	
LIGHTING	5 %	
SIGHT DISTANCE OBSTACLE	5 %	
ALL PHYSICAL ASPECTS		25 %
B. PASSENGER USAGE		
NUMBER OF BOARDING PASSENGERS	25 %	
TOTAL USAGE		25 %
C. ROUTE STABILITY		
ROUTE CHANGES IN NEXT 3 YEARS	5 %	
YEARS ROUTE UNCHANGED	5 %	
TOTAL STABILITY		10 %
D. PASSENGER WAITING TIME		
HALF OF HEADWAY - PEAK HOUR (DURING RUSH HOURS)	5 %	
HALF OF HEADWAY - OFF PEAK HOUR	15 %	
TOTAL LENGTH OF WAIT		20 %
E. LAND USE		
	10 %	
TOTAL LAND USE		10 %
F. ADVERTISING EXPOSURE		
MINIMUM COMB* RATING: 7,000	10 %	
RECORDED COMB RATING: _____		
*COMB - CANADIAN OUTDOOR MEASUREMENT BOARD		
TOTAL ADVERTISING EXPOSURE		10 %
TOTAL (A TO F) ALL FACTORS		100 %

**HAMILTON STREET RAILWAY
MARKETING & CUSTOMER SERVICES DIVISION
TRANSIT SHELTER WARRANT SHEET**

SURVEY DATE: _____ COMPLETED BY: _____ STOP NO.: _____

LOCATION: ON _____ SIDE: _____ AT _____

CORNER: _____ ROUTE(S): _____ DIRECT: _____ MUNIC.: _____

A. PHYSICAL ASPECTS

EXPOSURE TO WEATHER	_____	FULL (15)	AVERAGE (10)	MINIMUM (5)
BUS STOP AREA LIGHTING	_____	GOOD (5)	POOR (0)	
SIGHT DISTANCE OBSTACLE	_____	NO (5)	YES (0)	

B. PASSENGER USAGE

NUMBER OF BOARDING _____ PASSENGERS PER DAY	_____	HIGH >100 (25)	HIGH/AVG 61-100 (20)	AVERAGE 41-60 (10)	LOW/AVG 21-40 (5)	LOW 0-20 (0)
--	-------	----------------------	----------------------------	--------------------------	-------------------------	--------------------

C. ROUTE STABILITY

ROUTE CHANGES IN NEXT 5 YEARS	_____	NO (5)	YES (0)
YEARS ROUTE UNCHANGED	_____	>20 (5)	20-5 (3) <5 (0)

D. PASSENGER WAITING TIME

		PEAK HOUR	OFF PEAK HOUR
		<2.0 (0)	<4.0 (0)
HALF PEAK HOUR HEADWAY	_____	2.1 - 4.0 (1)	4.1 - 8.0 (3)
		4.1 - 6.0 (2)	8.1 - 12.0 (6)
HALF OFF PEAK HOUR HEADWAY	_____	6.1 - 8.0 (3)	12.1 - 16.0 (9)
		8.1 - 10.0 (4)	16.0 - 20.0 (12)
		10.1 > (5)	20.1 > (15)

E. LAND USE IN NEIGHBOURHOOD

UNDEVELOPED	(0)	RETAIL	(8)
INDUSTRIAL	(5)	TRANSFER PT.	(10)
RESID. SINGLE	(7)	HOSPITAL	(10)
RESID. MULTI	(8)	SENIORS HOME	(10)
SCHOOL/CHURCH	(8)	PUBLIC BLDG.	(10)

F. ADVERTISING EXPOSURE

APPROACH SIDE GREATER THAN 7000 (10)	NON-APPROACH SIDE LESS THAN 7000 (0)
---	---

COMB* RATING
- APPROACH SIDE _____
- NON-APPROACH SIDE _____

TOTAL A. TO F. _____

G. EASE OF IMPLEMENTATION

ENCROACHMENT REQUIRED _____
MAJOR SITE EXCAVATION REQUIRED _____

CLEARANCES REQUIRED:

HBA BENCH REMOVAL REQUIRED: _____ YES _____ NO

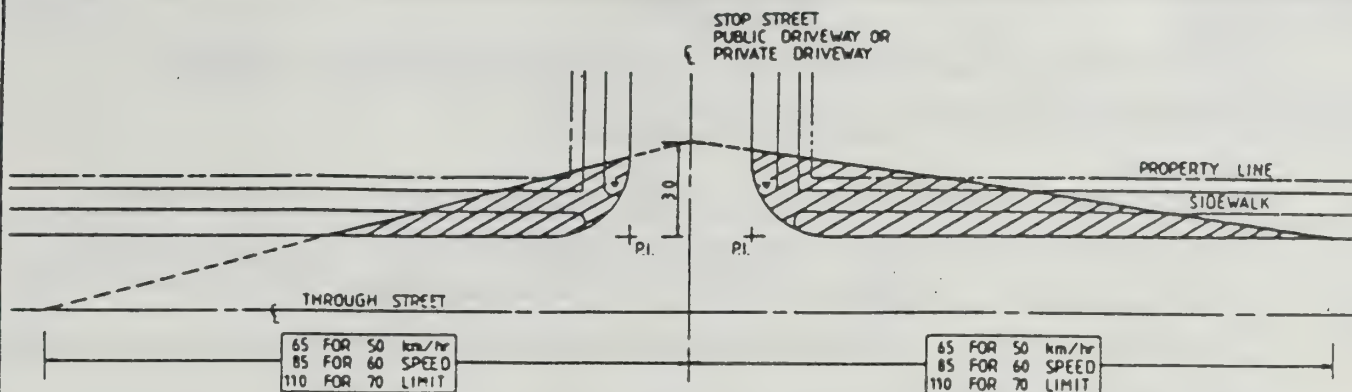
H. OTHER CONSIDERATIONS

I. CONCRETE LANDING PAD REQUIRED

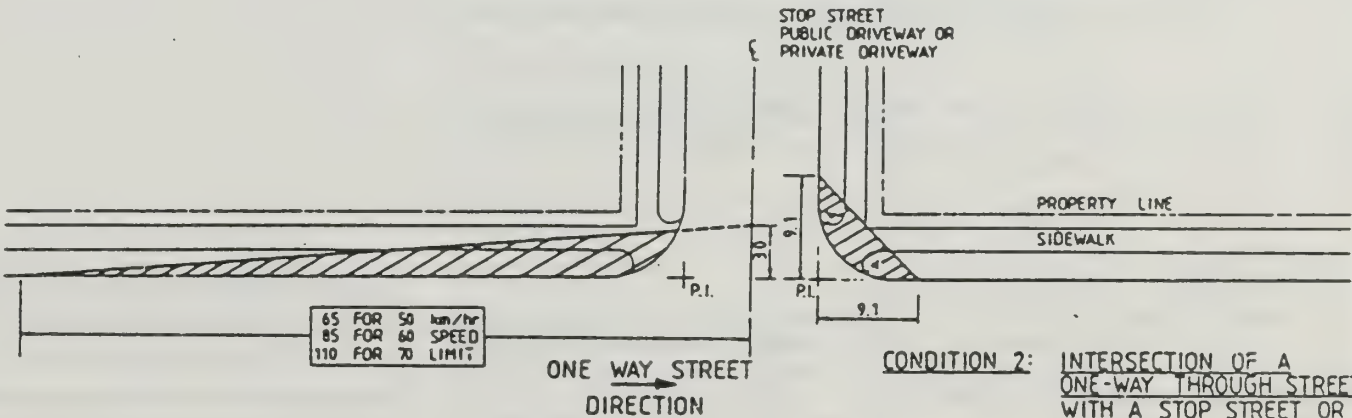
YES	NO
WIDTH:	LENGTH:

* COMB - CANADIAN OUTDOOR MEASUREMENT BOARD

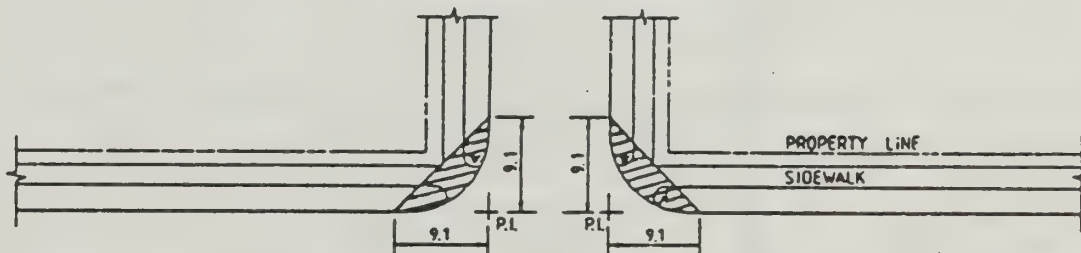
HBA - HAMILTON BENCH ADVERTISING, BENCH MUST BE REMOVED IF AN ADVERTISING DAYTECH IS INSTALLED



CONDITION 1: INTERSECTION OF A TWO-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY





CONDITION 2: INTERSECTION OF A ONE-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY



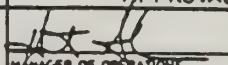
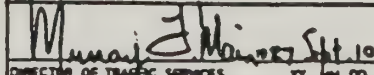

CONDITION 3: INTERSECTION OF TWO STOP STREETS

NOTE: ALL DIMENSIONS ARE IN METRES

LEGEND:

-  AREA WITHIN WHICH NO OBJECT OBSTRUCTING VISION SHOULD BE PLACED
-  STOP SIGN

0	REDRAWN FROM EXISTING DT 500, CONDITIONS 1 AND 2 REVISED	87-09-08	L.H.		
NO.	REVISION	DATE	BY	APPROVED	

NOTES	APPROVALS	CITY OF HAMILTON TRAFFIC DEPARTMENT	SCALE : N.T.S.
	 MANAGER OF OPERATIONS	<p>FIGURE 22</p> <p>STANDARD CRITERIA</p> <p>FOR EVALUATION OF</p> <p>SIGHT LINES</p>	DRAWN: L. HARVEY
	 DIRECTOR OF TRAFFIC SERVICES		CHECKED:
	THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH		DATE: 1987 : 09 : 08
	DIRECTOR OF TRANSPORTATION PLANNING		
	COMMISSIONER OF TRANSPORTATION		

18.2 Approval Process

Upon completion of the analysis and evaluation process and the shelter locations have been selected, it is necessary to seek approval, dependent upon the municipality within which the shelter is located, from one of the following:

- (a) City of Hamilton
 - Transport and Environment Committee
 - City Council
- (b) City of Stoney Creek
 - Engineering Committee
 - City Council
- (c) Town of Dundas
 - Planning and Development Committee
 - Town Council
- (d) Town of Ancaster
 - Planning Department, Project Supervisor
 - Town Council

Figure 23 "Annual Bus Shelter Program Approval Process - City of Hamilton" outlines the steps involved.

FIGURE 23

ANNUAL BUS SHELTER PROGRAM APPROVAL PROCESS

CITY OF HAMILTON

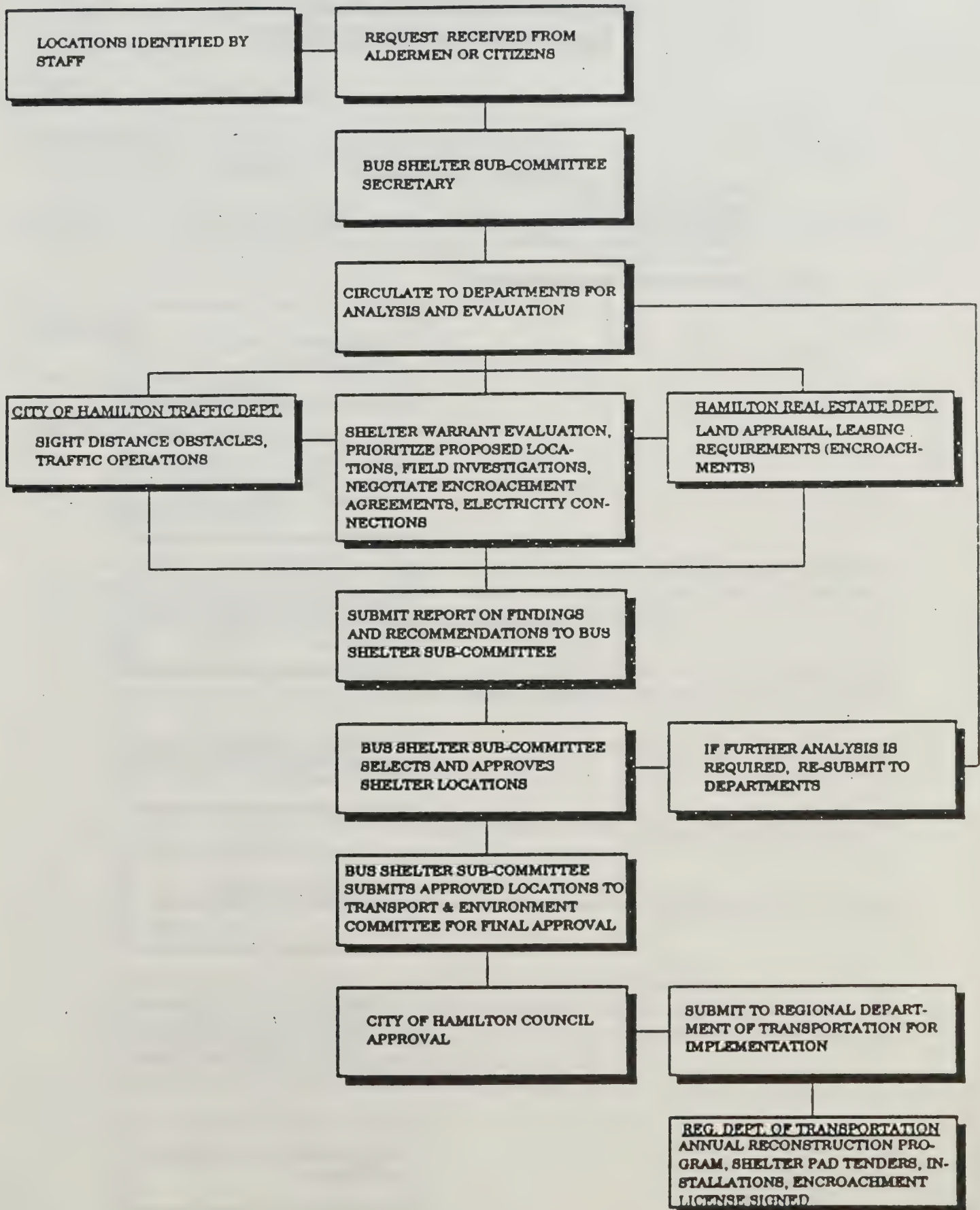
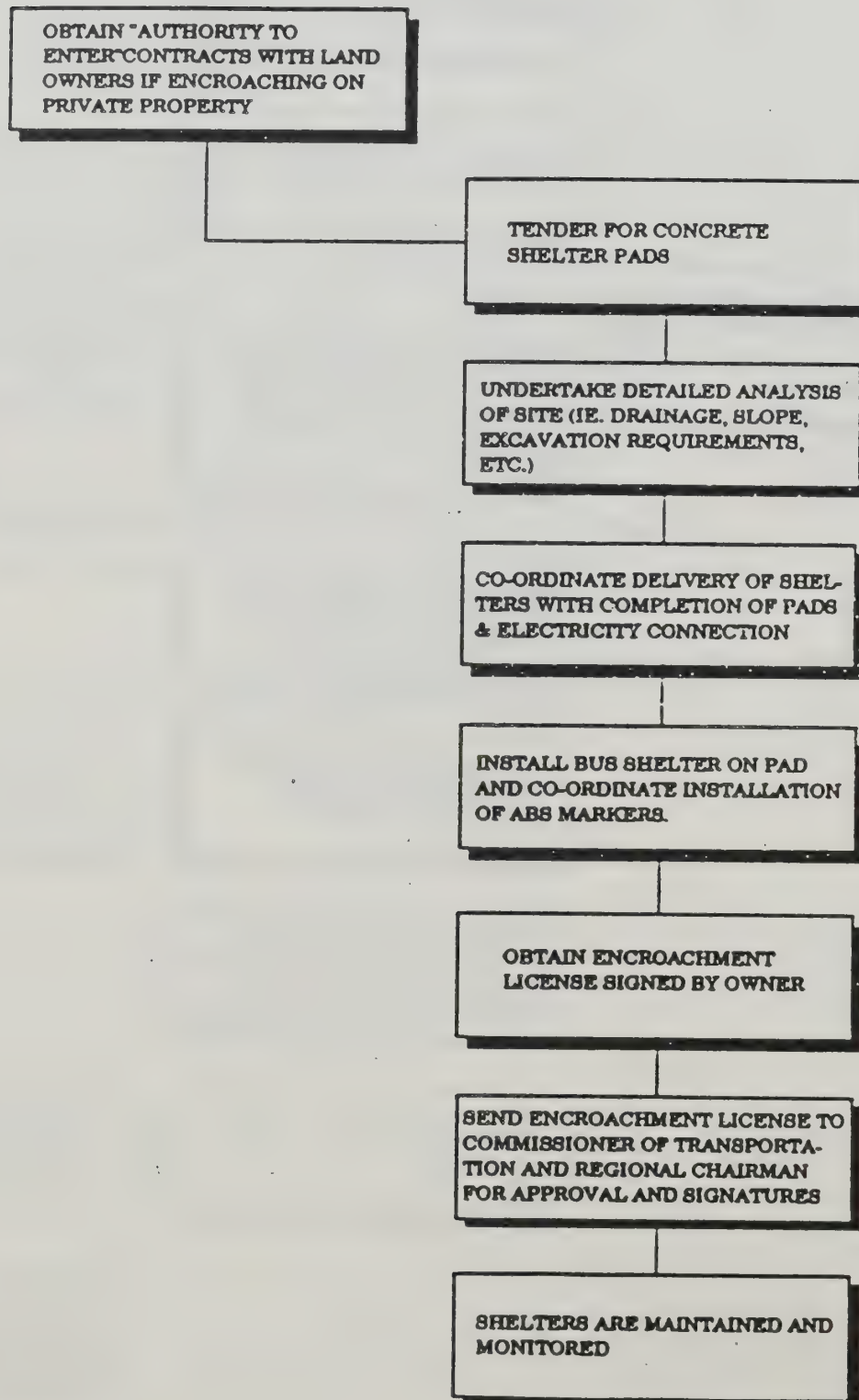




FIGURE 24
ANNUAL BUS SHELTER PROGRAM
IMPLEMENTATION PROCESS



4.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 May 31

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUN 14 1993

SUBJECT:

CITY CLERKS

Pedestrian Priority Signals. [TEC-117-93]

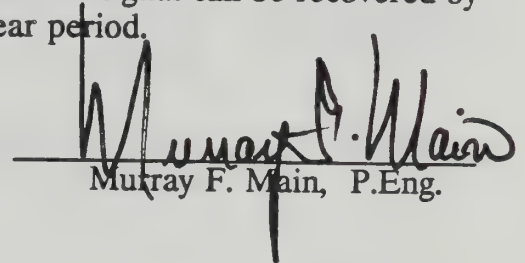
RECOMMENDATION:

- a) That the following guidelines, for the installation of pedestrian priority signals, be adopted as policy:
- pedestrian priority signals should not be installed closer than 200 metres to another traffic control signal or stop sign on a two-way street or closer than 125 metres to another traffic control signal or stop sign on a one-way street.
 - pedestrian priority signals should not be installed on roadways with posted speed limits in excess of 60 km/h, at least for the duration of the demonstration period.
 - adequate sight distance must be available for both pedestrians and vehicles for the operating speed on the roadway.
 - a minimum of 100 pedestrians crossing the main street during the 7 highest hours of the day must be present.
 - fewer than 5,000 vehicles total per day must be present on the intersecting side street approaches; and,
- b) That school crossing guards at pedestrian priority signal locations be retained for a period not to exceed two weeks after installation of the signals, to ensure that pedestrians using the signal operate the pushbuttons and understand the signals, following which the crossing guards will be removed.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

No funds were budgeted for Pedestrian Priority Signals on City of Hamilton roads in 1993. Application will be made to the Capital Budget process for one or more locations in 1994.

School crossing guards have an annual total cost (salary, benefits and operating expenses) to the City of \$6600. The capital cost of installing a pedestrian signal can be recovered by the reduced current cost of the guard in a four to five year period.



Murray F. Main, P.Eng.

BACKGROUND:

A. HISTORY

The term "Pedestrian Priority Signal" applies to the device previously referred to as a "Half Signal". This is a new, special traffic control device designed to aid pedestrians in crossing heavily used streets. The device combines the standard three colour traffic signal on the main street with a stop sign on the side street and provides pedestrian signals to direct pedestrians.

In the Fall of 1991, the concept was presented to the Transport and Environment Committee. The Committee and, subsequently, City Council approved the concept. At that time, the device was not legal for use in the Province of Ontario due to the wording of the Highway Traffic Act. Pedestrian signals are commonly used in Manitoba, Alberta, British Columbia and some states in the U.S. The device is recognized in the Canadian Manual of Uniform Traffic Control Devices.

B. MINISTRY OF TRANSPORTATION APPROVAL

Following verbal and written presentations to the Ministry of Transportation by staff, the Ministry put forward a revision to the regulations under the Highway Traffic Act. The revision allows the installation of Pedestrian Priority Signals on a demonstration or trial basis. Hamilton will be the site of the first installations in Ontario and will act as the testing site. The necessary changes to the regulations under the Highway Traffic Act were completed as of March of 1993.

C. INSTALLATION CRITERIA

Research was performed into the operating characteristics of the Pedestrian Priority Signal. Several basic criteria are recommended to define when the installation of a Pedestrian Priority Signal is safe and appropriate. These are included in the recommendations section

of this report. The explanation for the criteria follows.

- minimum distance to other traffic control devices. If traffic control devices are too close together, a driver may not observe the correct intersection and drive through a stop sign or red signal.
- maximum posted speed of 60 km/hr. While traffic signals are regularly used on high speed roads, a conservative approach to the Pedestrian Priority Signal (with the stop sign controlled side street) is recommended.
- adequate sight distance. This ensures that drivers will have a clear view of the signals and of pedestrians when exiting the sidestreet.
- minimum pedestrian volume. A minimum pedestrian volume of 100 pedestrians in the 7 hours of the day when the largest number of pedestrians is present is recommended, in order to establish a minimum level of demand.
- maximum sidestreet volume. It is expected that a Pedestrian Priority Signal will not work satisfactorily with very high sidestreet volumes. The threshold recommended is 5000 vehicles per day.

D. WARRANTS

The Traffic Department has surveyed a substantial number of candidate Pedestrian Priority Signal locations. All locations referred to in recent correspondence with members of Council as possible Pedestrian Priority Signal locations have been reviewed. A system of prioritizing the locations was developed following review of a number of similar warrant systems in use in other cities in Canada. The Hamilton warrant specifically considers the volume of pedestrians present at the location, the age or physical condition of the pedestrians, the length of time pedestrians must wait before being able to cross the street, the history of collisions involving pedestrians, the distance that pedestrians must walk to find the nearest protected crossing, and the speed of traffic on the major arterial. In addition, consideration is given to the location of other traffic control devices in the area, the geometry of the individual intersection, and other factors which might affect the safe operation of the pedestrian signal.

E. RECOMMENDED INSTALLATIONS FOR 1993

In 1993, the Ministry of Transportation will permit Hamilton-Wentworth to install three Pedestrian Priority Signals on an experimental basis. A comprehensive comparison of locations was conducted to choose the three locations, considering the factors stated above. The three locations recommended for installation in 1993 are all on Regional roads. If the trial installations operate satisfactory, the Province will consider additional installations in 1994. There is at least one City location which might be eligible for a pedestrian signal in

1994, and application will be made to the City Capital Budget Process for funding in anticipation of a successful first year of the trial locations.

F. GREENHILL AVENUE AT MONTE/PAVAROTTI

Part of the impetus for the Pedestrian Priority Signal Project in Hamilton was a Transport and Environment Committee discussion about the operation of the intersections of Greenhill and Pavarotti and Greenhill and Monte. These intersections were reviewed as part of the evaluation process discussed above. Based on the very low volume of pedestrians (approximately 20 per day at each location), a relatively low volume of vehicles (about 7,000 per day) on Greenhill Avenue, a typically short wait to cross the street (around 15 seconds) and an excellent collision history (0 collisions at both of the intersections since the street was connected to King Street) these two intersections were the lowest rated of all intersections considered for pedestrian signals. Therefore, even considering potential increases in pedestrian volumes, Pedestrian Priority Signals cannot be recommended for these locations in the near future.

A formal report recommending the three candidate locations for 1993 will be presented to the next meeting of the Transportation Services Committee.

G. SCHOOL CROSSING GUARDS AT PEDESTRIAN PRIORITY SIGNALS

All three locations to be recommended for pedestrian signal installation presently have school crossing guards provided. A principal reason for installing Pedestrian Priority Signals is the increased the visibility and impact of the control device, particularly on multi-lane roads, as compared to a school crossing guard. It is not recommended that the school crossing guards be removed as soon as the pedestrian signals are installed. However, a pedestrian priority signal will provide more than adequate protection for pedestrians of all ages, and provides that protection 24 hours a day, 365 days a year. Therefore the school crossing guard will be redundant. It is recommended that the school guards act only in an advisory capacity for an introductory period of 2 weeks, to ensure that young pedestrians understand the signals and use the pushbuttons. Following the introductory period, the guard would be removed permanently. The savings in cost due to the removal of the guard will compensate for the cost of a Pedestrian Priority Signal in 4 to 5 years.

HLS/ca

5.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 10

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

S. Reeder, Secretary
Finance and Administration Committee

FROM: J. Pavelka, P. Eng.
Chief Administrative Officer

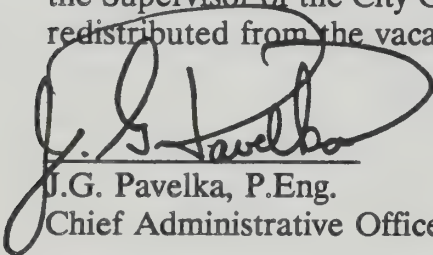
D. Lobo
Director of Public Works

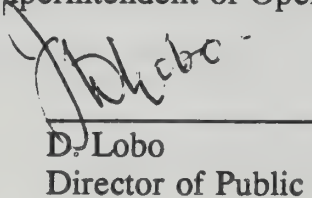
SUBJECT: Amalgamation of Fleet Services Division of the Public
Works Department and City Hall Garage Division of the
Treasury Department.

RECOMMENDATION:

1. That the Fleet Services Division of the Public Works Department and City Garage of the Treasury Department be amalgamated to become one division in the Fleet Services Division of Public Works.
2. That the presently vacant Superintendent of Operations position in the Fleet Services Division of Public Works with an annual salary, including benefits of \$75,761. be eliminated and the responsibilities be reassigned to the following:
 - a. Supervisor of City Garage
 - b. Foreman I
 - c. Administrative Coordinator
3. That the Supervisor City Garage of the Treasury Department, Foreman I and Administrative Co-ordinator in the Fleet Services Division of the Public Works Department (annual salaries estimated approximately \$ 144,638.00) be reclassified. (annual salaries estimated at approximately \$158,221.08)

4. That the presently filled Garage Attendant position be eliminated, when it becomes vacant, for an annual savings of salary, including benefits and overtime of \$42,268.
5. That the presently filled Chauffeur I position be retained to provide chauffeur service to the Corporation as required and that the job description be modified to expand duties related to the maintenance and administration of the car fleet. This will allow the Supervisor of the City Garage to manage the new responsibilities that have been redistributed from the vacant Superintendent of Operations position.


J.G. Pavelka, P.Eng.
Chief Administrative Officer


D. Lobo
Director of Public works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The elimination of the Superintendent of Operations, Garage Attendant and the upgrading of Supervisor of City Garage, Foremen I and the Administrative Co-ordinator nets an annual salary savings of approximately \$104,446.00

Superintendent of Operations	@ \$75,761. per year, includes benefits
Garage Attendant	@ \$42,268. per year, includes benefits, overtime

Savings: \$118,029.00

	Present Salary	"Potential" Salary Reclassification
Supervisor City Garage	\$47,819.20	\$ 51,205.44
Administrative Co-ordinator	\$47,819.20	\$ 51,205.44
Foreman I	\$49,000.00	\$ 55, 811.08
Total:	\$144,638.00	\$ 158,221.00

Salary Adjustments: \$13,583.00

Annual Salary Savings: \$104,446.00

Annual salary savings \$118,029.00 minus potential salary adjustment total \$13,583.00 equals \$104,446.00 net yearly salary savings.

See organizational charts at end of recommendation report for staff realignment.

In addition, an annual savings of approximately 250 labour hours at \$17.00 per hour for a total of \$4,250.00 by having an existing Fleet Services Licensed Mechanic on staff at City Garage, resulting in two staff no longer being required to deliver and pick up the vehicles being maintained at Fleet Services garages.

The amalgamation will also result in many opportunities for service rationalization and savings that presently can not be quantified or have a dollar figure attached until the amalgamation takes place.

Some examples of savings are:

- aa) Downsizing of fleets through better sharing of vehicles and less staff.
- bb) Economies of scale when purchasing.
- cc) Better quality of maintenance with a licensed mechanic at City Garage resulting in less downtime and more preventative maintenance. Minor problems will be repaired before they become major and more costly
- dd) Reduction of inventory resulting from less duplication.
- ee) Downsizing staff

BACKGROUND:

At its meeting held on March 9, 1993 City Council recommended that the City Garage function presently in the Treasury Department be considered for merger with the Fleet Services Division in the Public Works Department. The recommendation resulting from the meeting was that the Chief Administrative Officer and the Director of Public Works report back to the Transport and Environment Committee and the Finance and Administration Committee with a recommendation on the organizational structure.

The recommended amalgamation of the Fleet Services and City Garage Management Teams is a result of working together to create a more effective and efficient fleet. The Divisions have been closely linked together in all aspects of management and maintenance of the individual fleets. The formal amalgamation will result in less duplication of duties and allow Fleet Services support staff to assist in the clerical work now being performed by the City Garage Supervisor. It will also allow the City Garage Management Staff to better manage, and also help to fill the void of the vacant Superintendent of Operations position along with other Fleet Services Management staff.

By amalgamating the two divisions the workload can be better distributed resulting in less

staff being required, and as a result, the Superintendent of Operations position is being recommended for deletion from the approved compliment.

The amalgamation also offers the potential for further economies of scale to be achieved through greater specialization in areas of purchasing, maintenance and application of these skills to the combined fleet of City Garage and Fleet Services vehicles.

The system of the Mayor using his personal vehicle for transportation has created a reduction in driving responsibilities for the Chauffeur II. The Chauffeur I's job description will be re-written to include many of the clerical responsibilities of the Supervisor of the City Garage, along with the present driving responsibilities. The Chauffeur II position has always been a combination of legislative driving and garage maintenance duties. With the proposed relocation of a licensed mechanic from Fleet Services to the City Garage, and the continued utilization of the Chauffeur II for some maintenance activities, Staff propose that one Garage Attendant position can be deleted over time. As the position is presently filled, it is proposed that it be deleted once vacant. In the event that the driving responsibilities of the Mayor are returned to the City Garage the flexibility will still be maintained to provide these services and continue appropriate garage maintenance activities.

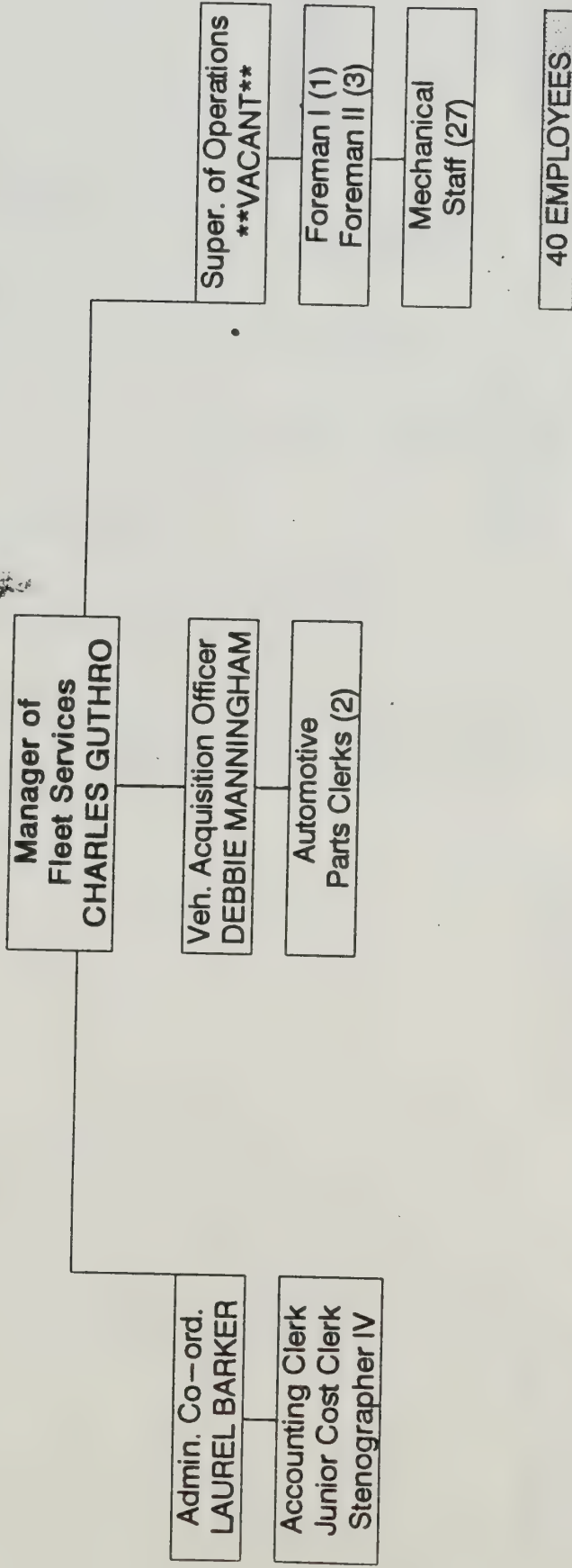
The new computerized Fleet System will decrease the amount of physical accounting and increase the automated ability to generate analytical data. Staff will not be required to do daily totals and other various duties. Information Systems Department postulate that one full time equivalent position can be reduced. It is therefore possible that the Fleet services Support Clerk position could be considered for elimination after the review of the new Fleet Management system for an annual savings of approximately \$36,677.51. This will be considered after the Fleet Management system has been running and can be analyzed.

CG/JGP
Attach.

c.c J. Johnson, Commissioner of Human Resources
c.c. A. Ross, Treasurer
c.c. C. Guthro, Manager, Fleet Services
c.c. G. Di Bacco, Supervisor, City Garage
c.c. O. Meloche, President, C.U.P.E. Local 1041
c.c. S. Gratton, President, C.U.P.E. Local 5
c.c. J. Clairmount, President, C.U.P.E. Local 167

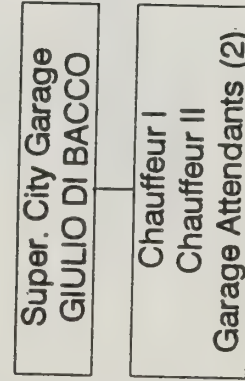
DEPARTMENT OF PUBLIC WORKS
FLEET SERVICES DIVISION

PRESENT FLEET SERVICES ORGANIZATIONAL STRUCTURE

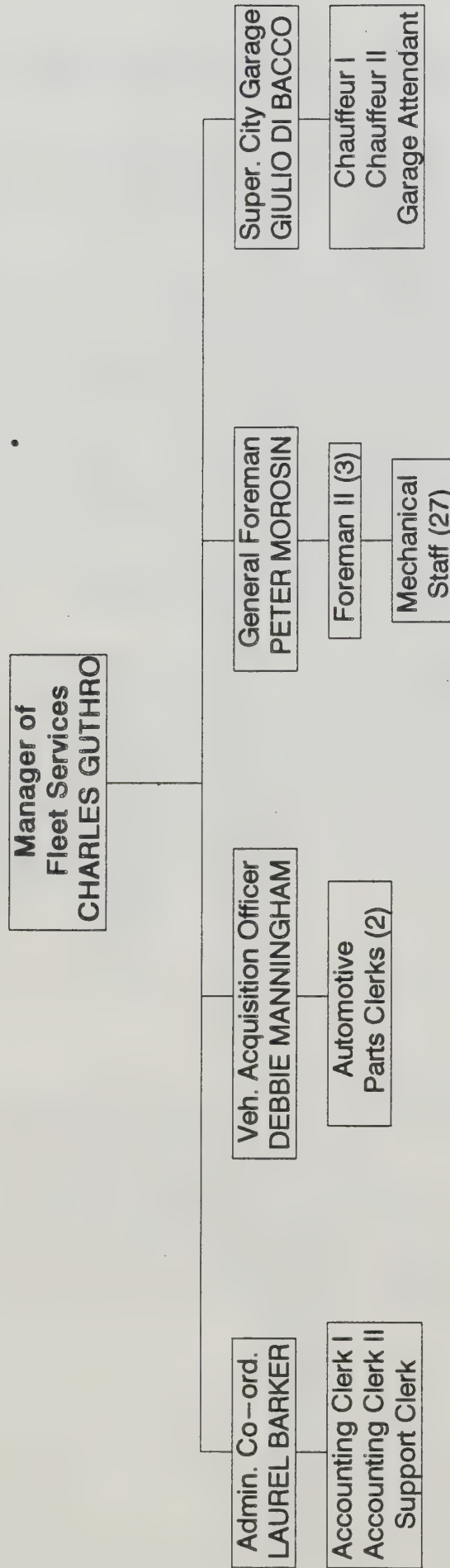


TREASURY DEPARTMENT
CITY GARAGE DIVISION

PRESENT CITY GARAGE ORGANIZATIONAL STRUCTURE



DEPARTMENT OF PUBLIC WORKS
FLEET SERVICES DIVISION
PROPOSED FLEET SERVICES ORGANIZATIONAL STRUCTURE



TOTAL OF
43 EMPLOYEES

46 (a)

CITY OF HAMILTON

- INFORMATION -

DATE: 1993 May 20

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: Sale of Surplus Parking Authority Lands

RECEIVED

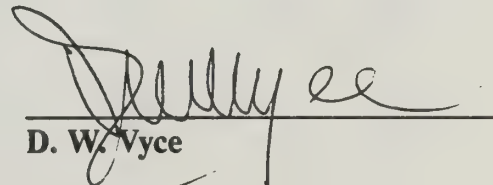
MAY 20 1993

CITY CLERKS

BACKGROUND:

The attached is pertinent information on the surplus lots that the Parking Authority has requested the Property Department to dispose of by tender.

If these lots are sold, the Parking Authority will remove all poles, lighting, signs and revenue control equipment from the sites. Hard surfaces such as asphalt and interlocking stone will remain as well as guardrails and guardrail posts. All fences will also remain to protect abutting properties.

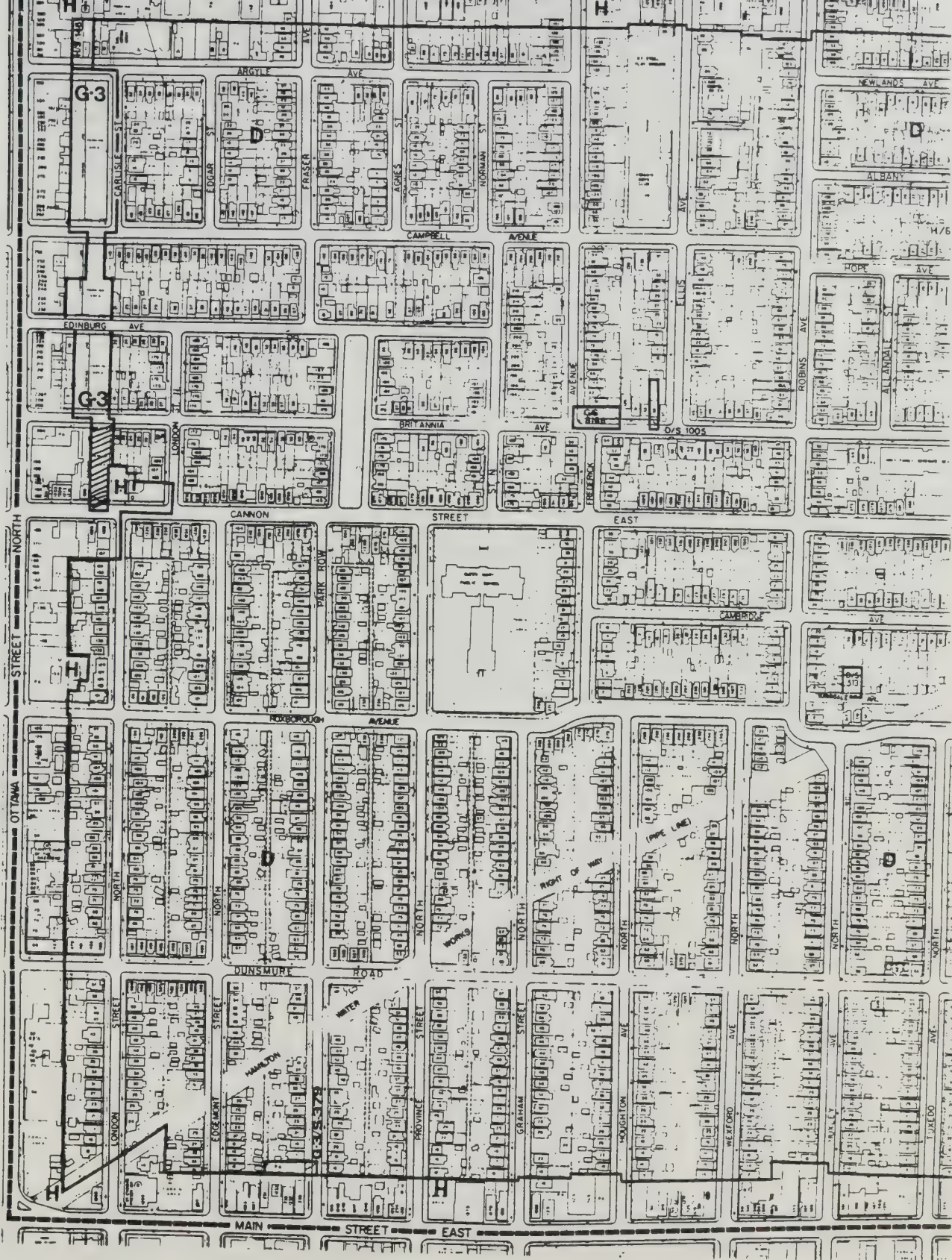

D. W. Vyce

AC/klb
Attach.

c.c. M. F. Main, P. Eng., Director of Traffic Services

P. G. Baker, General Manager, Hamilton Parking Authority

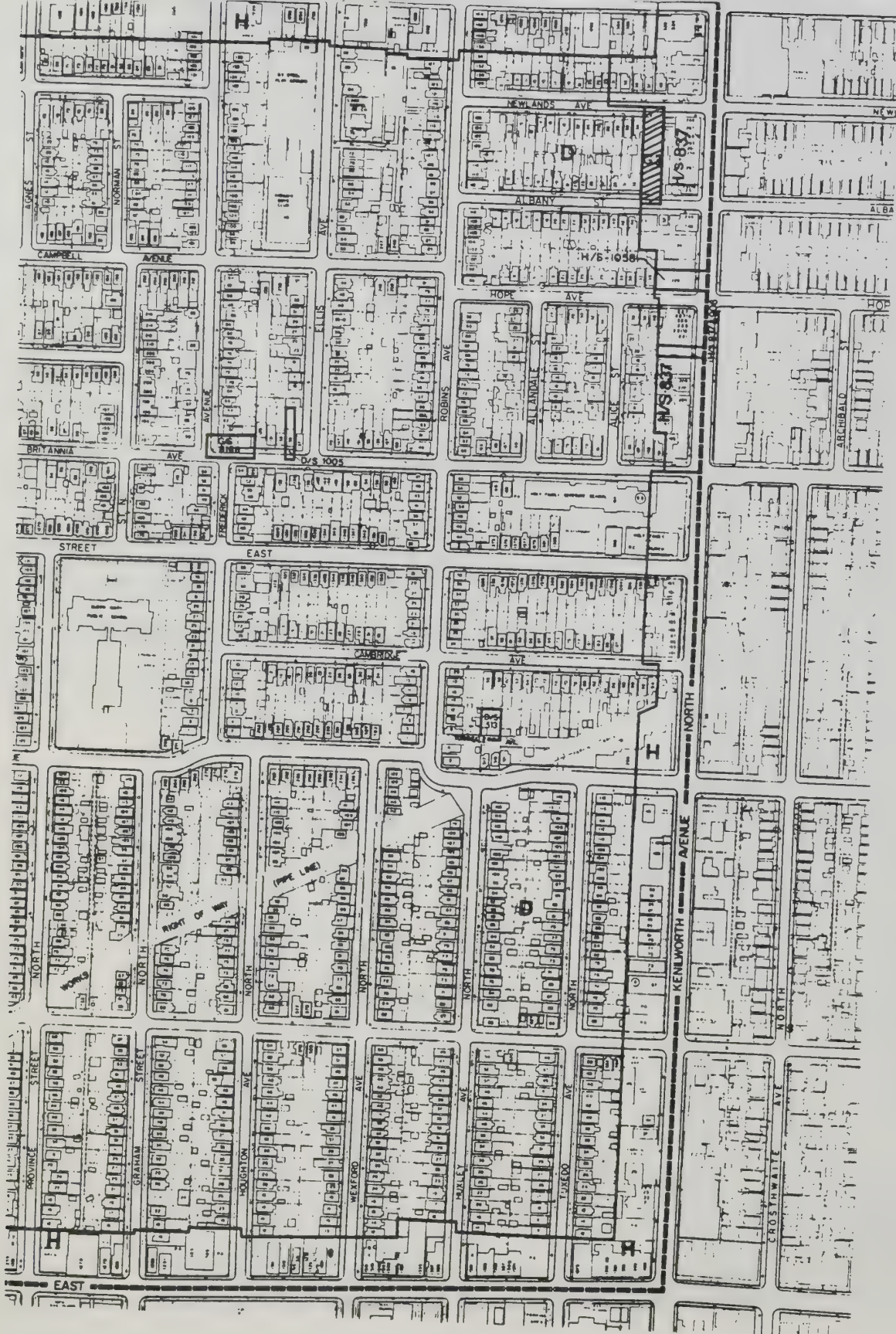
	Location	Size	Purchase Price	Purchase Date	Proposed Use if Re-developed
1.	18 Britannia Avenue	60' front 11,000 square feet	\$ 35,400.00	1956-57	2 semi-attached units
2.	36 Newlands Avenue	55' x 200'	117,000.00	1959	2 semi-attached units
3.	90 Kinrade Avenue 153 Sherman Avenue North	19,600 square feet	206,515.00	1968-74	1 semi-attached unit 3 single family units
4.	11 Cheever Street 11 William Street	76.5' x 96' 48' x 80'	67,543.00	1975	1 semi-attached unit 2 single family units
5.	897 Barton Street East	45' x 110'	78,000.00	1979	1 single family unit
6.	1368 Barton Street East	60' x 104'	54,000.00	1980	1 semi-attached unit
7.	195 Parkdale Avenue North	55.7' x 113'	63,200.00	1982	Commercial



1

CROWN POINT EAST

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37	36	9

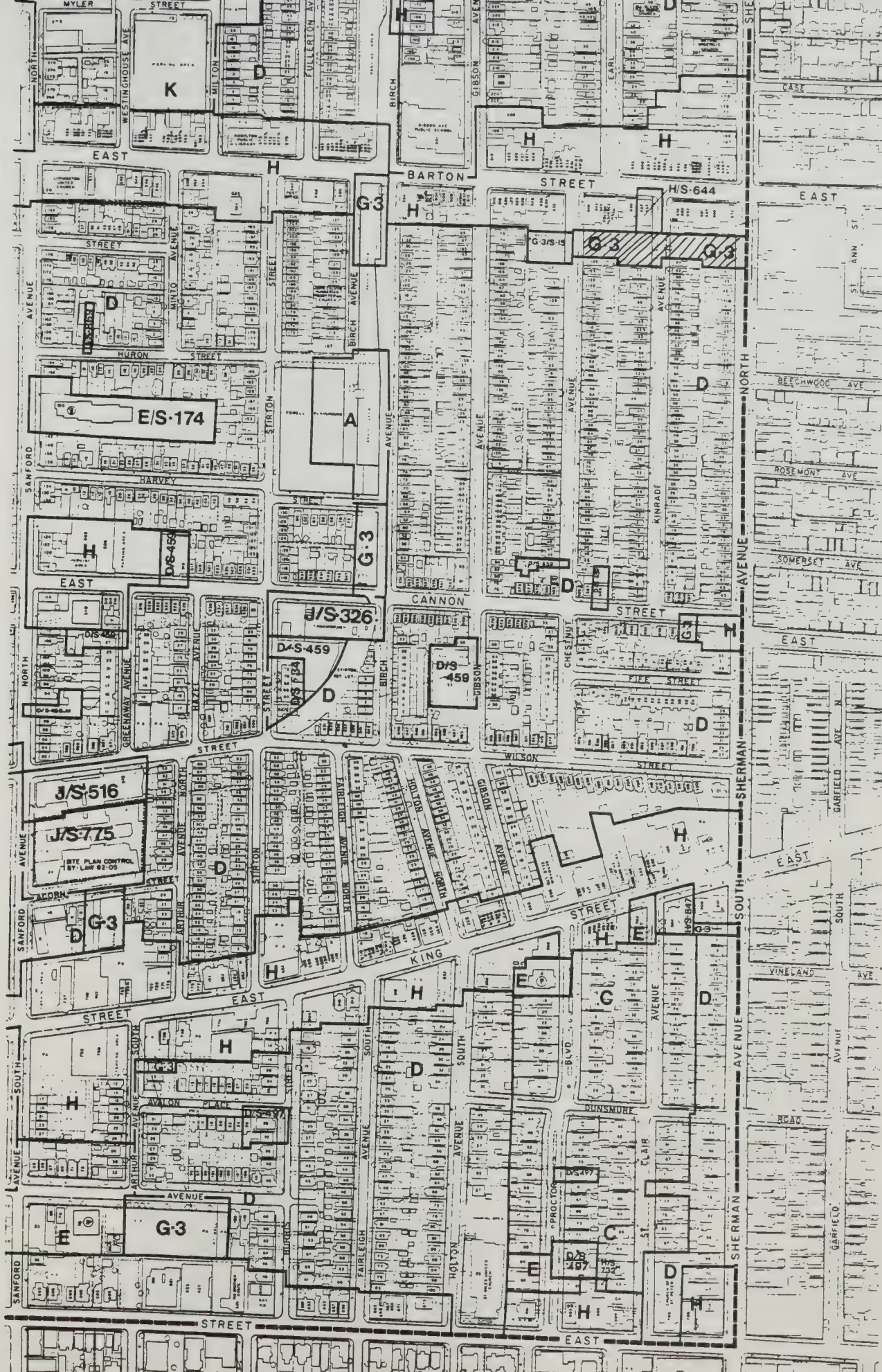


72	73	74
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CITY OF HAMILTON

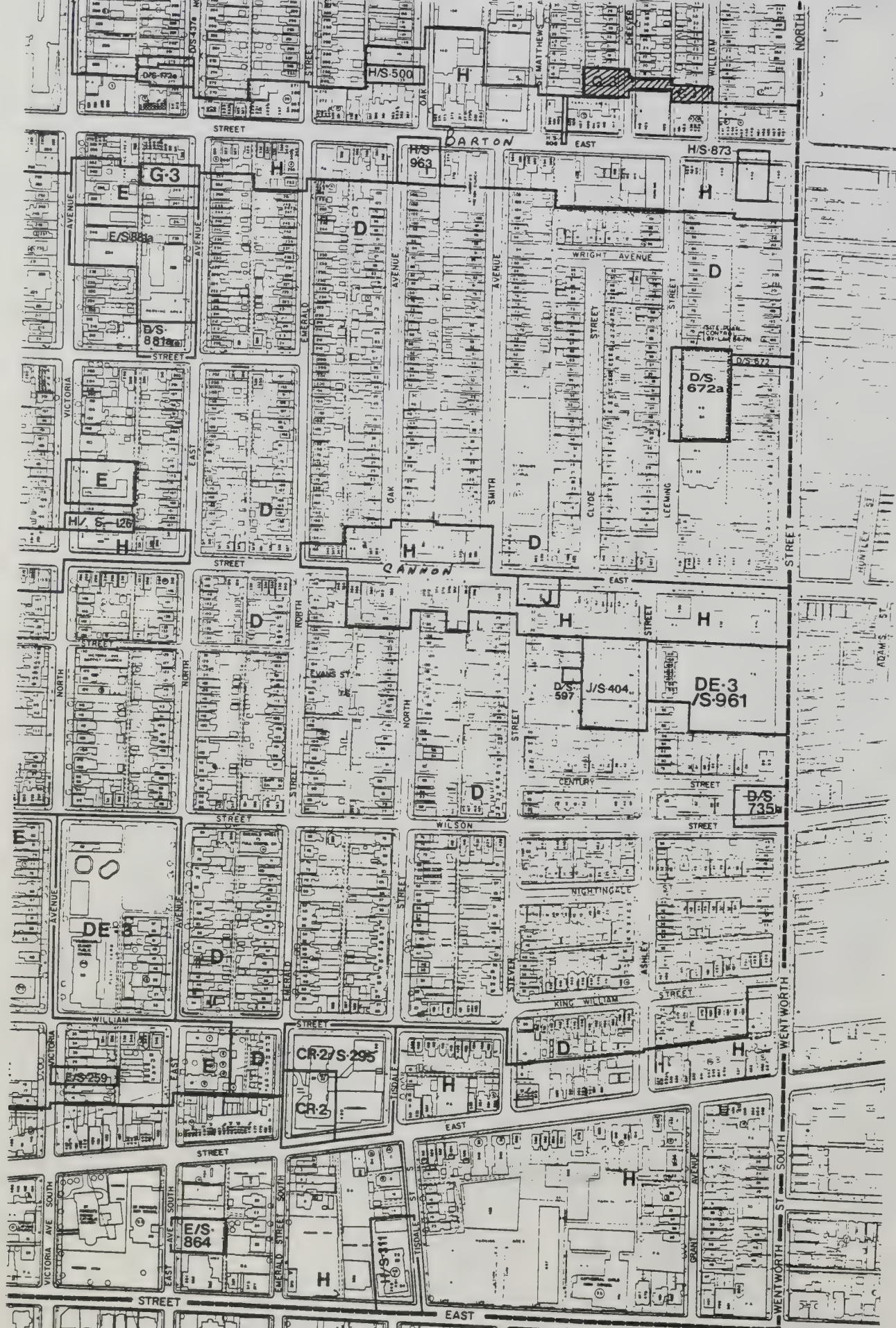
CROWN POINT EAST

2



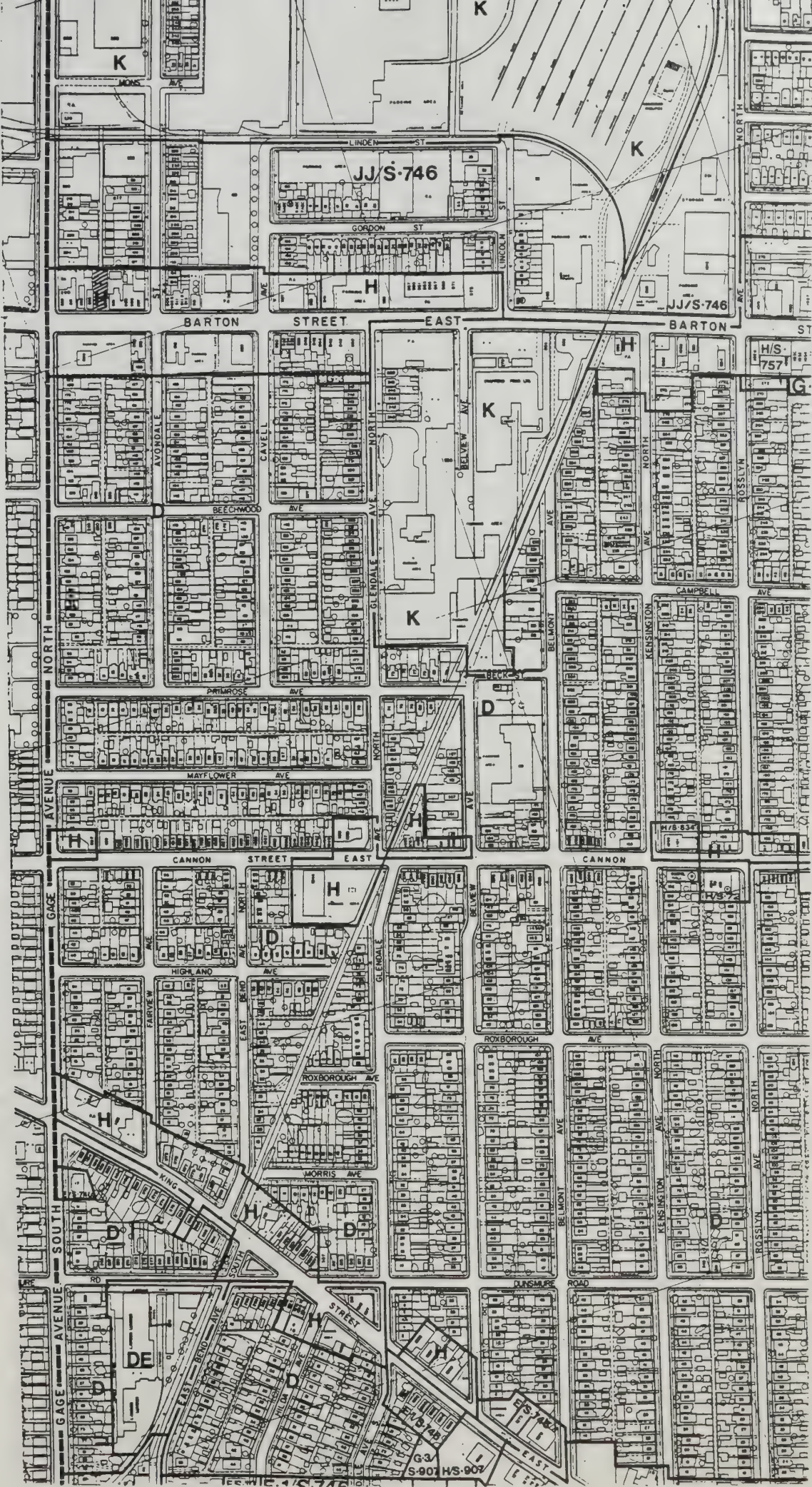
GIBSON

3



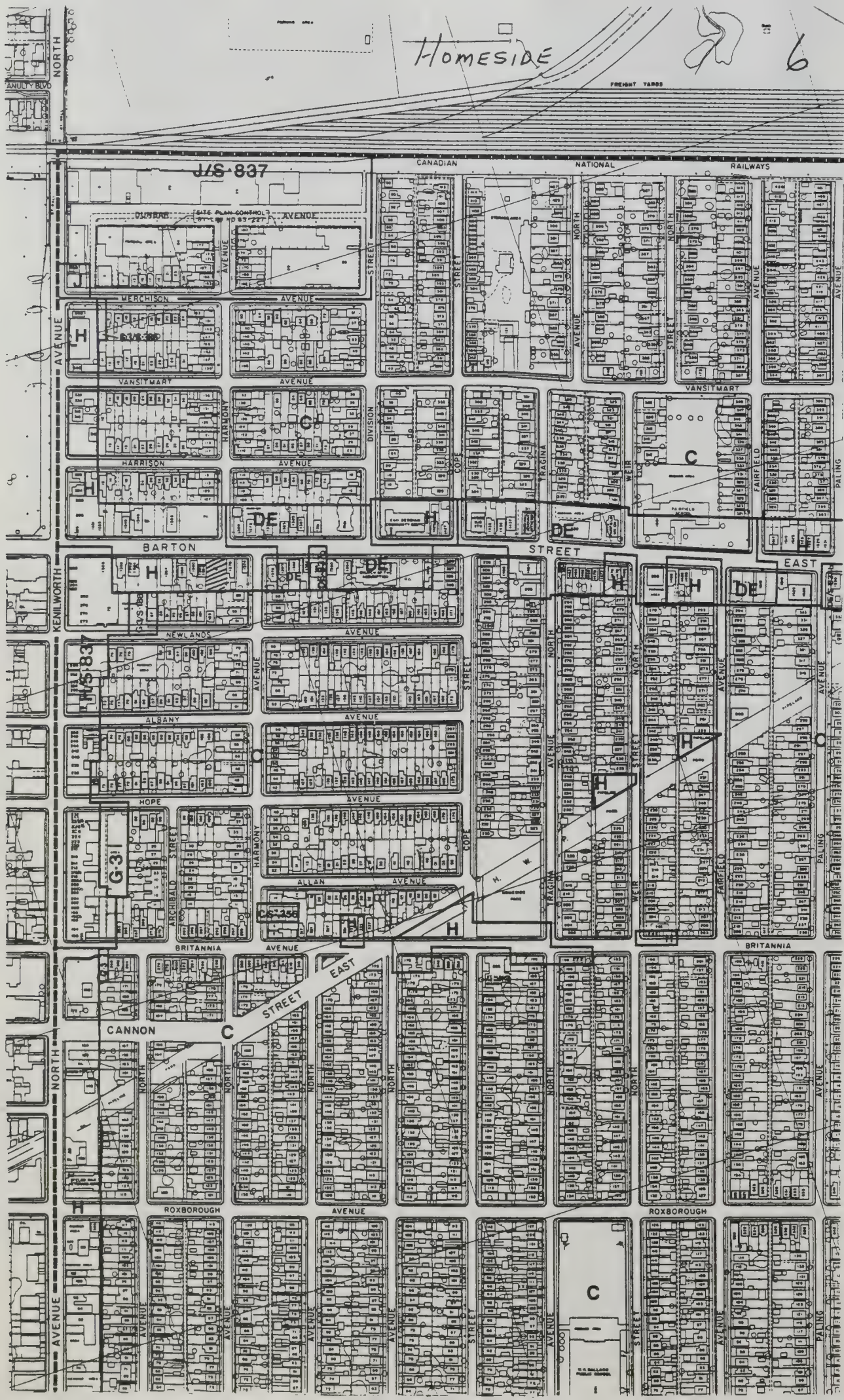
LANDSDALE

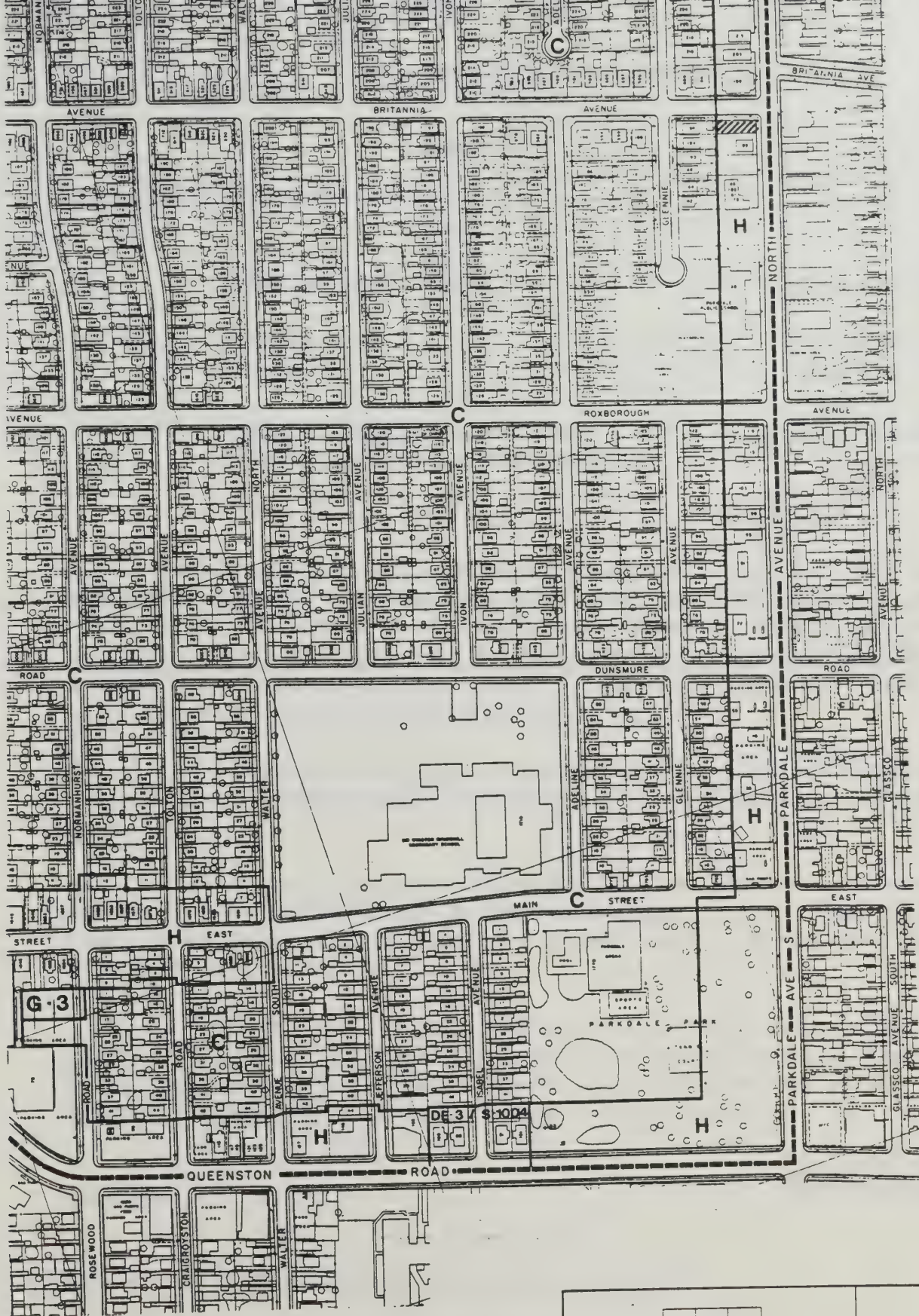
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BROWN
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WEST
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7

NORMAN HURST

74	75	109	CITY C
66	105	100	
9	52	51	

NORRI
Z

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

- - - - - Neighbourhood Boundary
 ——— Zoning Boundary.

Prepared for The City of Hamilton

0
 SCALE
 PLANNING
 UNIT NO.

T+E

CITY CLERK'S DEPARTMENT

MEMO

MAYOR R. M. MORROW

7.

TO: Members of City Council

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: Hamilton Harbour Commissioners
Windermere Basin Rehabilitation Project

DATE: 1993 April 27

De [signature]

Attached for your information, please find a copy of a letter dated 1993 February 22 from Mr. R.R. Hennessy, Port Director, Hamilton Harbour Commissioners requesting City and Regional Councils to give consideration to contributing \$94,943.26 each, towards the outstanding amount for the Windermere Basin Rehabilitation Project. Also attached please find a copy of a letter dated 1993 April 26 to the Secretary of the Transport and Environment Committee which is self explanatory.

The original letter dated 1993 February 22 was forwarded to the Finance and Administration Committee and subsequently referred to the Transport and Environment Committee.

As you are perhaps aware, the Transport and Environment Committee at its meeting on 1993 April 5 received an information report from the Chief Administrative Officer and agreed to take no action, consequently there is no recommendation before Council for its consideration.

In order that the Harbour Commissioners can be advised of City Council's position on this matter, it is respectfully recommended that this matter be formally referred to the Transport and Environment Committee along with a request that the Committee submit a recommendation for the consideration of City Council.

[Signature]

Attachments

c.c. J. G. Pavelka, Chief Administrative Officer

P. Noé Johnson, City Solicitor

A. Ross, City Treasurer

D. Turvey, Commissioner, Transportation/Environmental Services

K. C. Christenson, Secretary, Transport and Environment Committee

605 James St. N.

Hamilton, Ontario, Canada

L8L 1K1

Hamilton 525-4330

Toronto 1-800-263-2131

Telex 061-8638

Fax Numbers

Administration 528-6282

Terminal 525-7258

OFFICE OF THE CITY CLERK

MAR 02 1993

February 22, 1993

TO: BY CT DATE

TO: DATE

TO: S.K.R. DATE

TO: DATE

ACTION: CC. CPC/TCM. CLEA

RE. CLERK/RE. ED. MUR

The Corporation of the
City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

ATTENTION:

**MR. JOSEPH SCHATZ
CITY CLERK**

SUBJECT:

**FINAL REPORT - WINDERMERE BASIN REHABILITATION
PROJECT - WRITTEN ON BEHALF OF WINDERMERE BASIN
FUNDING PARTNERS**

Dear Sir:

Reference is made to the above project which was a cooperative effort by four levels of Government and The Hamilton Harbour Commissioners to clean up Windermere Basin in the east Harbour. The project was funded through a special five-party funding agreement of which each party contributed a specific portion of the funds required to complete the project.

Due to cost overruns, the funds generated by this agreement were insufficient to complete the scope of the project and this agreement expired on March 31, 1990 with the project remaining incomplete and the trust established to finance the project in a deficit position.

Subsequently The Commissioners, the Province and the Federal Government contributed \$523,000.00 in additional funding to advance the project as originally envisioned. In addition, The Board of Commissioners have also undertaken to complete certain portions of the project on its own and at its expense. The Commissioners have invested \$190,000.00 in capping the contaminated sediment and landscaping which is estimated to be completed by 1998. We are not seeking contributions towards these two amounts.

However, there remains one outstanding issue.

In October 1990, S. McNally & Sons, the main contractor for the project, launched a lawsuit against Public Works Canada, the agent for the original Five Funding Partners, claiming Breach of Contract and sought damages in the amount of \$400,000.00. This was the result of a contractual dispute over pay quantities, lost overhead and delay claims with Public Works Canada.

An out of court settlement was reached between Public Works Canada and S. McNally & Sons on July 3, 1992 in the amount of \$225,000.00 with additional expenses for staff time in the amount of \$35,091.04, totalling \$260,091.04. Although no Funding Partner was party to the negotiations of the settlement, The Commissioners, the Provincial and Federal Agencies accept the settlement solely to avoid further long and costly litigative procedures.

To date, the settlement and expenses related thereto remains outstanding. On behalf of the Funding Partners, of which The Commissioners are but one, we seek participation by the City and Region to cost-share this amount as follows:

Agency	Original Trust Fund Share	Contribution to Date	Additional Contribution	Final Proportion
Government of Canada	27.8%	\$1,359,570.18	\$28,870.20	27.4%
Province of Ontario	27.8%	\$1,357,362.01	\$28,870.19	27.3%
Region of of Ham.-Went.	16.7%	\$ 750,000.00	\$94,943.27	16.7%
City of Hamilton	16.7%	\$ 750,000.00	\$94,943.26	16.7%
Hamilton Harbour Commissioners	<u>11.0%</u>	<u>\$ 592,636.32</u>	<u>\$12,464.13</u>	<u>11.9%</u>
TOTAL	100%	\$4,809,568.51	\$260,091.04	100%

The additional contribution set forth above will bring the City and Region's contribution towards the project to their full proportionate share as set out in our original funding agreement.

We therefore respectfully request both Regional and City Council to give consideration to contributing \$94,943.26 each towards this outstanding amount. Upon receipt of these funds, it will then be possible to wind up the Windermere Basin Rehabilitation Project Trust Fund.

All other parties have made commitments to the above cost-sharing proposal.

Yours truly,

THE HAMILTON HARBOUR COMMISSIONERS

724
R.R. HENNESSY, P. ENG.,
PORT DIRECTOR

RAE:jg
WP H:UG\RAE\RAE.436

605 James St. N.
Hamilton, Ontario, Canada
L8L 1K1

Hamilton 525-4330
Toronto 1-800-263-2131
Telex 061-8638

Fax Numbers
Administration 528-6282
Terminal 525-7258



The Hamilton
Harbour
Commissioners

April 26, 1993

Mr. Kevin C. Christenson
Secretary, Transport and Environment Committee
Office of the City Clerk
The Corporation of the City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Christenson,

Re: Final Report - Windermere Basin Rehabilitation Project,
Written on Behalf of Windermere Basin Funding Partners

Thank you for your letter of April 21, 1993.

We were, of course, disappointed that this matter was tabled as it has been outstanding for some time (ironically, it took less time to do the actual clean-up).

Our most recent submission on the matter was directed solely to the issue of wrapping up a project that five agencies started and that, in our view, five agencies should finish. We have commitments from three of the agencies to do just that.

We have detailed in our letter, to the best of our abilities, what we and the other two committed funding partners considered to be the City's (and the Region's) fair share to pay the remaining outstanding bills of the Windermere Basin Clean-up.

Could you kindly advise when this matter will come before Council for a decision.

Yours very truly,
THE HAMILTON HARBOUR COMMISSIONERS

774
R. R. Hennessy, P. Eng.
Port Director

RRH:AH
WP.547.RRH

c.c. Mr. J. Schatz, City Clerk
Mr. R. Prowse, Regional Clerk



8.

CITY COUNCIL
HAMILTON, CANADA

Alderman

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 383-3470 - WARD 6

7 June 1993.

Mr. Murray Main,
Director of Traffic Services.

Dear Mr. Main:

RE: 3-Way Stop Control - Everest & Templemead.

Attached please find a petition I received from residents along Everest Street and Templemead Drive requesting a 3-Way Stop Control at the intersection of Everest and Templemead.

Would you please arrange to have this matter placed on the agenda, as a delegation, for the next Transport and Environment Committee meeting for their consideration.

Sincerely yours,

Tom Jackson,
Alderman, Ward 6.

TJ:njb
Attch.

c.c. Alderman Bob Charters, Ward 6.

Alderman Henry Merling, Chairman,
Transport & Environment Committee.

Mr. Kevin Christenson, Secretary,
Transport & Environment Committee.

Mr. Chris St. John, 32 Everest Street,
HAMILTON, Ontario. L8W 2G9.

21. May. 1997

Alderman Tom Jackson,
City Hall,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4

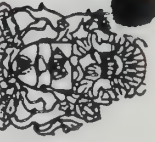
Dear Mr Jackson:

In regard to my request concerning a three way stop at the intersection of Templemead and Everest, I have spent the last 2 weeks going door to door in our neighbourhood collecting signatures of parents in the community. When doing this I found out by far I'm not the only parent concerned about this intersection as you can see from the number of signatures I collected. I had no problem getting signatures as soon as the resident found out why I was there. I found out in many cases people had large rocks put on their front lawns in fear of a car losing control around the bend and ending up on their front lawn or crashing into their house or children. Just a couple of examples of close calls and near accidents, one parent that I talked to is anxious to have stop

Signs installed because once a motor cycle didn't stop at the intersection and ended up on her front lawn almost hitting her three year old son playing. Another incident was my own daughter coming off the school bus and crossing the street, a jeep came speeding down the street through the intersection disregarding the school buses flashing lights and almost hitting her. If it hadn't been for the bus driver she would have been run over. I have called the police to have the area patrolled, I gave them times when the area should be patrolled however we have not seen a single cruiser in the area, at these busy times. I've also called the traffic department and the gentlemen I talked to said that the intersection has been looked at as a request from other residents and said a 3way stop is not necessary in that intersection according to the traffic department standards.

Could you please at your next committee meeting bring this issue up and hopefully the signatures I have received will be enough to convince the committee to agree that a three way stop is needed at Temple mead Dr and Everest St.

Thank you for your co-operation
Regards
Chris St John.



CITY COUNCIL
HAMILTON, CANADA

CITY OF HAMILTON

PETITION

REASON FOR PETITION: WE, THE UNDERSIGNED, DO RESPECTIVELY REQUEST A CHANGE IN THE

INTERSECTION CONTROL FROM THE PRESENT ONE-WAY STOP TO

A THREE-WAY STOP FOR THE INTERSECTION OF EVEREST STREET AND

TEMPLEMEAD DRIVE
PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
Chris St. John	32 Everest St.	L8W-2G9	Chris St. John	388-9357
Monica St. John	32 Everest St.	L8W-2G9	Monica St. John	388-9357
Angela Pettenner	700 Bedford Dr	L8W-3G1	Angela Pettenner	574-0136
Joe Pettenner	100. Richmond Dr	L8W-3G1	Joe Pettenner	514-0136
Jessie Hume	Box 200 (School Bus Driver)	ADR-1P0	Jessie Hume	679-10700
Shirley Camplisi	School Bus Monitor	L8V 1V6	Shirley Camplisi	383-5566
Carlo Louro	26 Everest St.	L8W-2G9	Carlo Louro	574-3072
Griffin Leith-Bridge	38 Everest St.	L8V-2G9	Griffin Leith-Bridge	383-4218
Christine Pilema	36 Everest St.	L8W-2G9	Christine Pilema	388-6640
Jeffrey MacE. Pilema	36 Everest St.	L8W 2G9	Jeffrey MacE. Pilema	388-6640
Michael Priems	36 Everest St.	L8W 2G9	Michael Priems	388-6640
Sandy Cheng	42 Everest St.	L8W 2G9	Sandy Cheng	515-4593
Steve Sharkey	44 Everest St.	L8W 2G9	Steve Sharkey	575-1125
Norman Thib. Dean	54 Everest St.	L8W 2G9	Norman Thib. Dean	375-2832



CITY COUNCIL
HAMILTON, CANADA

CITY OF HAMILTON PETITION

REASON FOR PETITION: WE, THE UNDERSIGNED, DO RESPECTIVELY REQUEST A CHANGE IN THE

INTERSECTION CONTROL FROM THE PRESENT ONE-WAY STOP TO

A THREE-WAY STOP FOR THE INTERSECTION OF EVEREST STREET AND

TEMPLEMEAD DRIVE PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
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ANGELIKA L. SCHMIDT	56 EVEREST ST.	A8W 2G9	Angelika L. Schmidt	575-3784
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Pierre M. Renaud	56 EVEREST ST.	A8W 2G9	Pierre Renaud	575-3784
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Brian Nash	60 EVEREST ST.	L8W 2G9	Brian Nash	575-0289
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SANDRA NASH	60 EVEREST ST.	L8W 2G9	Sandra Nash	575-0289
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BRAUNO BLAGUSKI	62 EVEREST ST		Bruno Blaguski	388-0685
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DAN SEROSKI	57 EVEREST ST	L8W 2J5	Dan Seroski	385-4909
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TRUDEA	55 EVEREST ST	L8W 2J5	Trudea	575-3933
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FERN CODIGNOTTO	45 EVEREST ST	L8W 2J5	Fern Codignotto	387-3973
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Heather Codignotto	45 EVEREST ST	L8W 2J5	Heather Codignotto	387-3973
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ROSS CONDO	43 EVEREST ST.	L8W 2J5	Ross Condo	387-1170
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IRACLY SMITH	39 EVEREST ST.	L8W 2J5	Iracly Smith	387-2101
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Margellen Reilly	37 EVEREST ST	L8W 2J5	Margellen Reilly	387-0795
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FRANCES ROACH	31 EVEREST ST	L8W 2J5	Frances Roach	385-3781
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JOHN KEDDY	27 EVEREST ST	L8W 2J5	John Keddy	
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CITY OF HAMILTON

PETITION

CITY COUNCIL
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NAME (PLEASE PRINT)

ADDRESS (PLEASE PRINT)

POSTAL CODE

SIGNATURE

PHONE #

A. CECHELLI

24 EVEREST ST.

L8W 2G3

A. Cecchelli

ASCONSOLI

80 EVEREST ST

L8W 2G5

ASCONSOLI

5740948

MR. DORE

535 TEMPLEMEAD DR.

L8W 2H1

MR. DORE

5757353

KEN WANNAMAKER

539 TEMPLEMEAD DR.

L8W 2H1

KEN WANNAMAKER

5753121

Suzanne WANNAMAKER

539 Templemead Dr.

L8W 2H1

Suzanne WANNAMAKER

5753121

CHUCK LEMNIS

543 Templemead Dr.

CHUCK LEMNIS

3186807

Myrland

547 Templemead Dr.

L8W 2H1

Myrland

388-7431

J. + M. Stodt

551 Templemead Dr.

L8W 2H1

J. Stodt

389-1179

M. Stodt

551 Templemead Dr.

L8W 2H1

M. Stodt

389-1179

M. Vassalli

555 Templemead Dr.

L8W 2H1

Mary W. Vassalli

389-7981

L. Glavira

559 Templemead Dr.

L8W 2H1

L. Glavira

3180835

B. Tenevira

563 Templemead Dr.

L8W 2H1

B. Tenevira

5744553

A. Sen

567 "

L8W 2H1

A. Sen

5743840

Mary O'Shea

571 Templemead Dr.

L8W 2H1

M. O'Shea

381-3301

ATT
TOM
JACKSON



CITY COUNCIL
HAMILTON, CANADA

CITY OF HAMILTON PETITION

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TEMPLEMEAD DRIVE
PLEASE PRINT

NAME (PLEASE PRINT) ADDRESS (PLEASE PRINT) POSTAL CODE SIGNATURE PHONE #

Georgy M'Leaud 575 Templemead Ave. L8W 2H1 George M'Leaud 575-3203

Kevin Relfy 575 Templemead Ave L8W 2H1 Kevin Relfy

ANA DeMelo 583 Templemead NW L8W 2H1 A. DeMelo 388-9304

Dragom Lubinkovic 591 Templemead Dr. L8W 2H1 Dragom Lubinkovic 389-898

Lon Nead 595 Templemead Dr. L8W 2H1 Lon Nead 574-1245

Sandra Chedonoff 600 Templemead Dr. L8W 2H1 Sandra Chedonoff 387-2603

Edie Jonly 596 Templemead Dr. L8W 2H1 Edie Jonly 388-581

Paul Smith 592 Templemead DR L8W 2H1 Paul Smith 385-9311

John Brown 588 Templemead L8W 2H1

Wendy Brown 584 Templemead L8W 2H1 Wendy Brown 318-699

KIT STALEY 580 Templemead DR L8W 2H1 KIT STALEY 383-1878

mylan 576 Templemead dr 388-9141

Gloria MAGNAN 562 Templemead RD L8W 2H1 Gloria MAGNAN 385-6711

Mary Ann Koval 554 " " L8W 2H1 Mary Ann Koval 385-5557

Murphy



CITY OF HAMILTON

PETITION

CITY COUNCIL
HAMILTON, CANADA

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TEMPLEMEAD DRIVE PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
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A. G. TEMMEL	554 TEMPLEMEAD DR	L8A 2H1	A. G. Temmel	385-5337
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Shirley Durbanski	514 Templemead Dr	L8W 3H2	Shirley Durbanski	383-7746
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David Hendrick	538 Templemead Dr	L8W 2H2	David Hendrick	384-4932
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Robert Campbell	530 Templemead Dr	L8W 3H2	Robert Campbell	575-4135
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Meghan Young	30 Everest St.	L8W 2G9		575-4642
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Denise Henry	" "	" "		" "
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Anisha Jadavji	522 Templemead Drive	L8W-2H2	Anisha Jadavji	
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Jen Bal	514 Templemead Drive	L8W 2H2		
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ANNA TRAVIS	498 Templemead Drive	L8W 2H2	ANNA TRAVIS	
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GEORGE TRAVIS	498 Templemead Drive	L8W 2H2	GEORGE TRAVIS	
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JOAN FLETCHER	490 Templemead Drive	L8W 2H2	JOAN FLETCHER	384-1047
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DAVID M'NEILL	488 Templemead Dr.		DAVID M'NEILL	
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Helena Fraser	482 Templemead Dr	L8W 2H2	Helena Fraser	
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NORMA COUSE	478 Templemead Dr.	L8W 3H2	NORMA COUSE	319-5367
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CITY OF HAMILTON

PETITION

CITY COUNCIL,
HAMILTON, CANADA

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TEMPLEMEAD DRIVE **PLEASE PRINT**

NAME (PLEASE PRINT)

ADDRESS (PLEASE PRINT)

POSTAL CODE

SIGNATURE

PHONE #

Frank Harold

446 Templemead Rd

L8W 2H2

Frank Harold

585-6142

Dino Fazio

442 Templemead Rd

L8W 2H2

Dino Fazio

574-0708

Dick Tattam

458 Templemead Dr

L8W 2H2

Dick Tattam

575-4458

S. Walker

454 Templemead Dr

L8W 2H2

S. Walker

387-0988

Adriana

450 Templemead Dr

L8W 2H2

Adriana

383-5509

Carla Burton

446 Templemead Dr

L8W 2H2

Carla Burton

575-4381

Debbie Holman

442 Templemead Dr

L8W 2H2

Debbie Holman

388-0911

John

434 Templemead Dr

L8W 2H2

John

389-1023

Frank

430 Templemead Dr

L8W 2H2

Frank

575-8605

Stuart Gallan

422 Templemead Dr

L8W 2H2

Stuart Gallan

387-5487

Wanda Stephens

418 Templemead Dr

L8W 2H2

Wanda Stephens

—

James McIntosh

414 Templemead Dr

L8W 2H2

James McIntosh

—

Julie Fleming

415 Templemead Dr

L8W 2H2

Julie Fleming

574-2017

Graciel R. Rogers

414 Templemead Dr

L8W 2H2

Graciel R. Rogers

318-6248



CITY OF HAMILTON

PETITION

CITY COUNCIL
HAMILTON, CANADA

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PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
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Nike Condello	427 Templemead	L8N 3K6	<i>Nike Condello</i>	3181213
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Deanna Bleiben	431 Templemead	L8N 3K6	<i>Deanna Bleiben</i>	388-7749
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Deanna Bleiben	433 Templemead	L8N 3K6	<i>Deanna Bleiben</i>	358-3164
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Deanna Bleiben	439 Templemead	L8N 3K6	<i>Deanna Bleiben</i>	389-7047
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Deanna Bleiben	443 Templemead	L8N 3K6	<i>Deanna Bleiben</i>	385-2014
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Mark Jeff Murphy	447 Templemead Dr.	L8N 3K6	<i>Mark Jeff Murphy</i>	383-2362
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Deanna Bleiben	451 Templemead Dr.	L8N 3K6	<i>Deanna Bleiben</i>	385-3269
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Deanna Bleiben	459 Templemead	L8N 3K6	<i>Deanna Bleiben</i>	318-6472
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Deanna Bleiben	463 Templemead Dr.	L8N 3K6	<i>Deanna Bleiben</i>	574-7462
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Deanna Bleiben	463 Templemead	L8N 3K6	<i>Deanna Bleiben</i>	574-7462
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Leish Wiskar	467 Templemead Dr.	L8N 3K6	<i>Leish Wiskar</i>	383-6984
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Marion Wiskar	467 Templemead Dr.	L8N 3K6	<i>Marion Wiskar</i>	383-6984
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Niranda Smith	479 Templemead Dr	L8N 3K6	<i>Niranda Smith</i>	388-5490
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Pran Karpzikowski	487 Templemead Dr	L8N 3K6	<i>Pran Karpzikowski</i>	298-6430
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CITY COUNCIL
HAMILTON, CANADA

Alderman Fred Eisenbe

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES: (416) 573-9698 - Ward 5

9.

M E M O R A N D U M:

TO: Alderman Henry Merling
Chairman
Transport & Environment Committee

FROM: Alderman Fred Eisenberger

DATE: May 21, 1993

RE: REPORT FROM 'EEAC'

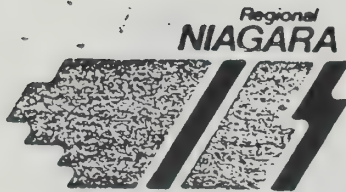
Enclosed for your information is a report from EEAC regarding suggested Ozone Shield Protection Recommendations; some of which apply to our municipality.

I would request that this information be placed on the next agenda of the Transport and Environment Committee so that we may discuss these issues and hopefully fashion some recommendation to assist in mitigating this very serious problem in the future.

Thank you in advance and kindly notify me when it has been placed on the agenda.

FE:nb
Attch.

c.c. Kevin Christenson ✓
Secretary
Transport and Environment Committee



PLANNING AND DEVELOPMENT DEPARTMENT

The Regional Municipality of Niagara
2201 St. David's Road, P.O. Box 1042
Thorold, Ontario L2V 4T7
Telephone: (416) 984-3630

April 28, 1993

File: A.34.7

CL

Mr. Robert C. Prowse, Clerk
Regional Municipality of Hamilton-Wentworth
Box 910
119 King Street
Hamilton, Ontario
L8N 3V9

RECEIVED

MAY 3 1993

Dear Mr. Prowse:

REGIONAL CLERKS OFFICE

RE: Municipal Action on Ozone Depletion

Regional Niagara's Ecological and Environmental Advisory Committee (EEAC) recently prepared the enclosed report examining what actions municipalities might take with respect to ozone depletion. The report was received by Regional Council at its April 15, 1993 meeting with a recommendation that copies be forwarded to other Regional municipalities for their consideration. In addition, the report was referred to Regional Health Services, Human Resources and Public Works.

The report examines what actions municipalities might take to reduce the release of ozone-depleting substances into the atmosphere and to address the human health risks associated with the thinning of the ozone layer. It was recognized that the Federal and Provincial governments are taking steps to control and phase-out the use of those ozone-depleting chemicals of greatest concern. The report recommends a number of more limited measures that might be undertaken by municipalities, with a focus on the Regional level of government.

If you have any questions regarding the enclosed report or would like more information please contact me.

Yours truly,

Don Campbell

Don Campbell

Planner

EEAC Staff Coordinator

Enclosure

cc: Eric Bergenstein, Chairman
Ian Brindle, Vice Chairman
Susan Noyes, EEAC
Dr. Megan Ward, Medical Officer of Health
Gary Zalot, Niagara District Health Council
Ms. S. McDougall, Acting Regional Clerk

OFFICE OF THE REGIONAL CLERK

<input type="checkbox"/> Airport	<input type="checkbox"/> Planning
<input type="checkbox"/> Ec. Dev.	<input type="checkbox"/> Roads
<input type="checkbox"/> Env. Serv.	<input type="checkbox"/> Soc. Serv.
<input type="checkbox"/> Finance	<input checked="" type="checkbox"/> Transit
<input checked="" type="checkbox"/> Health	<input checked="" type="checkbox"/> Other
<input type="checkbox"/> EEAC Res.	
<input type="checkbox"/> EEAC Syst.	
<input type="checkbox"/> Legal	

S. Turrey
Lynda (BSC)
Mary (HSS)

Report to EEAC
as to
Municipal Action on Ozone Depletion

**Prepared by,
Susan Noyes
EEAC Member**

March 12, 1993

5 0511

Resolution:

Whereas: the Ecological and Environmental Advisory Committee (EEAC) has reviewed the "Suggested Ozone Shield Protection Action Plan for the Region of Niagara", presented by John James and Jim Tapley;

and Whereas: EEAC supports appropriate action to eliminate and/or decrease the usage and emission of CFC's and Halons to protect the ozone layer;

Therefore be it resolved: That EEAC respectfully requests the Regional Municipality of Niagara to implement the following recommendations, and further, that these recommendations be forwarded to all Regional municipalities for their consideration.

Recommendations:

1. That all contractors servicing Regional mobile and stationary refrigerant equipment (refrigerators, freezers, air conditioners) be required to have and use recovery/recycle equipment, and, if servicing is provided in-house by a municipality, that the recovery equipment be purchased.
2. That all new air conditioned automobiles, trucks or busses purchased by the Region be required to use non ozone destroying reffigerants (HFC as suggested).
3. That alternative fire protection systems and agents be evaluated for new Regional facilities and replacement equipment and that halon be recovered and recycled during any service or maintenance of fire extinguishers in accordance with NFTA #10, requiring a listed, closed recovery system.
4. That Regional staff be informed as to sun safety (ie protective clothing, eyewear and appropriate use of sun screen) and further that consideration be given to supplying sun screen for outside workers.
5. That the local municipalities be encouraged to consider providing shade alternatives in the development and design of open public spaces. Pools and parks should be developed or enhanced with increased access to shaded areas and UV exposure warnings posted. The local Boards of Education should be urged to enhance shaded playground areas and provide classroom instruction regarding the health risks associated with exposure to ultra violet radiation.
6. That future Federal and Provincial legislation be reviewed by Regional Niagara as to the need for additional response.

Municipal Action on Ozone Depletion

Background

On November 26, 1992, a presentation was made to EEAC by John James and Jim Tapley concerning the depletion of the ozone layer and including suggestions as to what action and legislation could be initiated by the Regional Municipality of Niagara, to locally control emissions of CFC's and Halons. (see Appendix 1).

EEAC members were in agreement and supportive of the need to protect the ozone layer from further depletion and recommended the development of a resolution. EEAC member Susan Noyes volunteered to prepare this report and recommendations.

Research

The Regional Municipality of Hamilton-Wentworth received a deputation from Jim Tapley on December 4, 1989. Hamilton-Wentworth has been presented with a set of proposals identical in content to the November, 1992 submission to EEAC. (see Appendix 2).

Hamilton-Wentworth's Medical Officer of Health responded to Mr. Tapley's submission in a May 2, 1991 report. (see Appendix 3). Three areas were identified as appropriate for municipal initiatives relating to CFC's and Halons (see page 7 of the report):

1. Recovery and recycling of CFC's from equipment such as refrigeration equipment destined for disposal;
2. Monitoring and enforcement of recovery and recycling of CFC's by commercial users of such equipment; and
3. Establishment of recovery and recycling requirements under various permitting programs at the municipal level.

This report also states (page 2), "there is currently no legal authority under the Regional Act for the Region to pass by-laws to regulate ozone-depleting substances." Therefore the recommendation was to request the Provincial Ministry of Municipal Affairs to amend the legislation under which the Region operates (of those municipalities requesting) to allow for the control of ozone-depleting substances. This was accomplished by a private members bill and Toronto commenced a trial programme in March 1990 for the recovery of refrigerants from discarded household refrigerators and freezers. In September 1990, Toronto Public Works staff recommended that the trial programme be discontinued, as it had not achieved the desired results. CFC's had escaped prior to recovery of 99% of the discarded appliances (see Appendix 4) Beyond the

viability of a collection programme the jurisdiction of waste management is not controlled by the Regional Municipality of Niagara but by the local municipalities.

It was learned from discussion with MOE staff (Ref. V) and Environment Canada (Ref. VI) that there is proposed regulatory legislation pending that will address the monitoring and enforcement of recovery/recycling by commercial users and requirements under licensing programs. It would therefore appear that the three areas considered by Hamilton-Wentworth as appropriate for municipal initiatives will be addressed.

Venting of CFC's has been banned in mobile systems and automobile air conditioner manufacturers are replacing CFCs with HFCs. HFCs are non ozone-depleting substances.

Draft legislation is expected by July 1993 to regulate stationary refrigerant equipment. It remains that existing equipment contains CFCs. These chemicals are not harmful to the environment unless they escape to the upper atmosphere. Preventing this escape will prevent the ozone damage. Although venting of mobile refrigerant is banned the acceptance of the following recommendations will direct future purchasing and servicing and indicate the Regional support for Provincial and Federal legislation.

Recommendations:

1. That all contractors servicing Regional mobile and stationary refrigerants (refrigerators, freezers, air conditioners) be required to have and use recovery/recycle equipment, and, if servicing is provided in-house, that recovery equipment be purchased.
2. That all new air conditioned automobiles, trucks or busses purchased by the Region be required to use non ozone-depleting refrigerants.

Halons have an even higher ozone-depleting potential than CFC's. The manufacturing of halon will be banned by January 1, 1994. The existing halon fire extinguishers have a twenty to thirty year life expectancy. Annual inspection is visual but every six years a discharge test is required. Venting of Halons can be controlled by using recovery equipment. (Ref. VII) Regulatory control of service companies is pending but again the municipality can control "in-house" purchasing and service contracts that require recovery and recycling of Halons. New purchases should evaluate alternative systems and agents (eg., other chemicals and water-sprinkling systems).

Recommendation:

3. That alternative fire protection systems and agents be evaluated for new Regional facilities and replacement equipment and that Halons be recovered and recycled during any service or maintenance of fire extinguishers in accordance with NFTA #10, requiring a listed, closed recovery system.

Although not addressed in the "Suggested Ozone Shield Protection Action Plan" my research has pointed to other appropriate action as suggested by the City of Toronto Department of Public Health (see Appendix 5) and incorporated into the following recommendations.

It should be recognized that these preventative actions will decrease future health costs.

Recommendations:

4. That Regional staff be informed as to sun safety (ie. protective clothing, eyewear and appropriate use of sun screen) and, further, that consideration be given to supplying sunscreen for outside workers.
5. That the local municipalities be encouraged to consider providing shade alternatives in the development and design of open public spaces. Pools and parks should be developed or enhanced with increased access to shaded areas and UV exposure warnings posted. The local Boards of Education should be urged to enhance shaded playground areas and provide classroom instruction regarding the health risks associated with exposure to ultra violet radiation.

As previously reported, in the very near future the Provincial and Federal ministries will be tabling draft legislation.

Recommendation:

6. That future Federal and Provincial legislation be reviewed by Regional Niagara as to the need for additional response.

References and Contacts

- I John James and Jim Tapley "Suggested Ozone Shield Protection Action Plan for the Region of Niagara", November, 1992.
- II John James and Jim Tapley "Suggested Ozone Shield Protection Action Plan for the Region of Hamilton-Wentworth".
- III (HEA 91 - 035) "Control of Ozone-Depleting Substances", Region of Hamilton-Wentworth Medical Officer of Health, May, 1992.
- IV "Trial Programme - Recovery of Refrigerant from Discarded Household Refrigerators and Freezers", City of Toronto, City Services Committee Report #1, Januar, 1991.
- V MOE. (Welland office) - Lisa Benvuti (384-9896)
- VI Environment Canada - Keith Madill (1-800-268-4483)
- VII Ammorex Fire Extinguishers - Fred Sava (1-800-563-7282)
- VIII "Update Information on the Depletion of the Ozone Layer and the Effects on the Citizens of Toronto," City of Toronto, Department of Public Health, November, 1992.

4. FEDERATION OF CANADIAN MUNICIPALITIES

Request for Resolutions at the 1993 Meeting of the Board of Directors

5. DIRECTOR OF PUBLIC WORKS

Ice Storm Damage (Chipping/Stumping) - April, 1993

6. DIRECTOR OF TRAFFIC SERVICES

(a) Rebecca Street - Request for Taxi Stands

(b) Opening of Harbourfront Park - Traffic Control on Bay Street North

7. OTHER BUSINESS

8. ADJOURNMENT

Transport and Environment Committee Outstanding Items

Item No.	Items	Original Date	Action	Status
1.	Criteria and report of School Crossing Guards	1992 January 6	Director of Traffic Services	Comprehensive Report Pending
2.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Director of Traffic Services	Report Pending Public Meeting
3.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Ald. M. Kiss	Tabled
4.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Ald. M. Kiss	Tabled
5.	Reserved Parking for Physically Disabled	1992 Nov. 2	C.A.O.	Prepare Report
6.	Downsizing Sanitation Crews from Three Men to Two Men	1993 March 1	C.A.O. Director of Public Works Commissioner of Human Resources	Prepare Feasibility Study
7.	1 Hunter Street Disabled Parking	1993 April 5	Director of Traffic Services	Prepare Report

Kevin C. Christenson, Secretary
1993 July 19



CITY COUNCIL
HAMILTON, CANADA

Alderman Don Ross

Chairman - Economic Development & Planning
Chairman - Finance & Administration

1a)

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES: (416) 387-1842 - Ward 8

June 28, 1993.

TO: Henry Merling,
Chairman,
Transport and Environment Committee.

Kevin Christenson,
Secretary,
Transport and Environment Committee.

FROM: Don Ross,
Alderman, Ward 8.

SUBJECT: SNOW REMOVAL CHARGE.

RECEIVED

JUL 07 1993

CITY CLERKS

Alderman Ross would like this item put on the next Agenda of the Transport and Environment Committee Meeting concerning one of his Constituent's snow removal and subsequent charge.

Would you please have the Secretary of the Committee contact Mr. Tony Ieluzzi, 636 Upper Horning Road, R. R. #1, Ancaster, Ontario. L9G 3K9. - at 528-0214 (work) or 575-4003 (home) concerning the date this issue will be discussed.

Also, would you please have the Secretary advise Alderman D'Amico and Alderman Ross when it will appear on the Agenda.

Thanks.

Don Ross,
Alderman, Ward 8.

DR:dd

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 13

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Snow Clearing Charges - 636 Upper Horning
(PW93.0320)

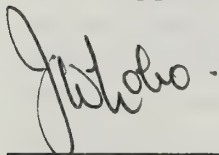
RECEIVED

JUL 14 1993

CITY CLERKS

RECOMMENDATION:

- (a) That the appeal by Mr. Iuluzzi for snow removal charges totalling \$101.50 at 636 Upper Horning be denied.



D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If the charges are not assessed, the General Tax Levy will be burdened by the \$101.50 not collected and potentially as well by the \$95,152.26 in snow clearing costs assessed to the other 314 properties where charges were assessed.

BACKGROUND:

Alderman Ross has requested that this matter be forwarded to the Transport and Environment Committee for resolution.

In response to this concern, staff checked and confirmed:

1. that the Public Works Department received a complaint with respect to the sidewalks not being cleared at the south-west corner of Upper Horning and Susan Drive.
2. that upon investigating on February 2, 1993, staff found that the sidewalk at this location had not been cleared and left the attached "Snow Notice" between the doors.

3. that prior to the work being done, the crew took a polaroid picture of the sidewalk with snow on it, confirming that the sidewalk had not been cleared. Attached are copies of the pictures taken at 636 Upper Horning and the corner of Susan Drive.
4. that the work had been charged to the property taxes in accordance with Council's resolution at \$3.50 per square metre.

$$29 \text{ square metres} \times \$3.50 = \$101.50$$

5. that the attached "Snow Clearing Charges Assessed" notice was left between the doors subsequent to clearing the snow.

According to the information available to staff, staff adhered to the policy passed by City Council, cleared the snow from the sidewalk and charged \$3.50 per square metre, therefore staff are not in a position to rescind the snow clearing charge.

/jdh
Attach.



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

SNOW NOTICE

DEAR RESIDENT:

Date FEB 2/93 Time 12:00

Address 636 UpHornwing



**Don't be slow...
clear your snow**

When snow and ice are not cleared from the sidewalks, walking for pedestrians, the seniors, the handicapped, as well as children, is very hard and dangerous. When your sidewalks have not been cleared, the Public Works Department will make arrangements to have the sidewalk cleared.

If it is necessary for the Public Works Department to clear the snow and ice away from the sidewalks adjacent to your property, the charge for doing this work will be \$3.50 per square metre or \$0.33 per square foot. To be fair to the thousands of owners who cleared the snow from their sidewalks, all costs associated with clearing the snow from the sidewalk adjacent to your property will be assessed to your property taxes.

For your information, Streets By-Law No. 9329, regarding Snow Clearing of City Sidewalks, reads as follows:-

By-law No. 9329 Respecting Streets, provides that all persons occupying premises in the City of Hamilton, shall as soon as reasonably practicable after every snowfall, and in any event within twenty-four (24) hours, clear away from the sidewalk adjoining their premises, all snow and soft ice and slush which may be at any time on such sidewalk, by depositing it back of the sidewalk and not on the travelled portion of the highway, and it shall not be deposited in such a manner as to obstruct drainage to any gutter, drain or sewer, or render themselves liable to a penalty provided for under this By-law.

Complete in Triplicate

- 1 - Property Owner
- 1 - District Copy
- 1 - Office Copy


DEPARTMENT OF PUBLIC WORKS
REPRESENTATIVE

*Between door - assessed
notice still here.*

FOR FURTHER INFORMATION PLEASE CALL 546-2785



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

SNOW CLEARING CHARGES ASSESSED



Don't be slow...
clear your snow

DATE FEB 3/93

TIME 1:20

ADDRESS 636 Up Horning

PREVIOUSLY, ON FEB 2/93, A SNOW NOTICE
WAS LEFT AT THIS ADDRESS REQUESTING YOUR COOPERATION TO
CLEAN THE SNOW/ICE FROM THE SIDEWALK ADJACENT TO THIS
PROPERTY, WITHIN 24 HOURS OF A SNOWFALL.

HOWEVER, DURING A SECOND INSPECTION, BECAUSE THE
SNOW/ICE WAS NOT CLEARED AWAY, IN COMPLIANCE WITH
STREETS BY-LAW NO. 9329, SECTION 7, IT WAS NECESSARY FOR
THE CITY TO ARRANGE TO CLEAR THE SNOW FROM THE SIDEWALKS
ABUTTING THIS PROPERTY.

THIS NOTICE IS TO ADVISE YOU THAT THE COSTS INCURRED
WILL BE CHARGED TO YOUR PROPERTY TAXES.

29 x \$3.50 per square metre = \$ 101.50

FOR INQUIRIES PLEASE CALL 546-2785

R. Aldridge
DEPARTMENT OF PUBLIC WORKS
REPRESENTATIVE

COMPLETE IN TRIPLICATE

- 1 - Property Owner
- 1 - District Copy
- 1 - Office Copy

ONLY CHARGED FOR WALK COVERED



436 up Horning
FEB. 3/93





16)

CITY COUNCIL
HAMILTON, CANADA

Alderman Tom Jackson

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 383-3470 - WARD 6

13 July 1993.

Mr. Murray Main,
Director of Traffic Services.

Dear Mr. Main:

Re: Petition for 3-Way Stop - Mount Pleasant & Pearson.

Please find attached a petition I received from residents of Mount Pleasant Drive and Pearson Avenue requesting that a 3-way stop be implemented at the intersection of Mount Pleasant and Pearson.

Would you please arrange to have this item placed on the agenda of the Transport and Environment Committee for its meeting scheduled July 19, 1993. I would appreciate if this item could be heard as a delegation at that meeting.

Thank you for your co-operation and assistance.

Sincerely yours,

Tom Jackson,
Alderman, Ward 6.

TJ:njb
Atch.

c.c.'s Alderman B. Charters, Ward 6.

Alderman Henry Merling, Chairman,
Transport and Environment Committee.

Mr. Kevin Christenson, Secretary,
Transport and Environment Committee.

Mr. Mark Lahaie, 28 Mount Pleasant Drive, Hamilton. L8W 3H3.

July 5, 1993

Mark Lahaie
28 Mount Pleasant Drive
Hamilton, Ontario
L8W 3H3

Mr. Jackson,

Thank you for your letter outlining the Traffic Departments assessment of my application for 3-way stop signs. Since then I have circulated the petition forms you sent me, and I am pleased to report that every resident on Mount Pleasant Drive signed the petition. As well all of the residents of Pearson and Independence that were approached (I only approached those within 100 yards of the intersections) signed the petition.

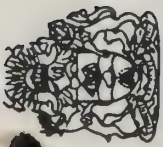
Approximately 90% of these residents expressed great concern for the safety of the children in our neighbourhood. Each of them were quite adamant that these stop signs are needed to discourage the extreme driving habits of some of those who drive down our streets. As well, two individuals who were visiting one of the neighbours asked if they could sign the petition because they were bothered by the way some people drive down our street.

I think it is worth mentioning that there has been a couple of near misses since you sent me your letter. Most of the children on our street are just starting to ride bicycles and some of them ride them on the road.

Enclosed are the signatures of over 80 residents who are in support of my application. I would appreciate it if you could submit these signatures at your next City Council meeting.

Thanks again.

Mark S. Lahaie



CITY COUNCIL
HAMILTON, CANADA

CITY OF HAMILTON

PETITION

REASON FOR PETITION: WE, THE UNDERSIGNED, DO HEREBY REQUEST THREE-WAY STOP SIGNS FOR

THE INTERSECTIONS OF MOUNT PLEASANT DRIVE AND PEARSON DRIVE AND

MOUNT PLEASANT DRIVE AND INDEPENDENCE DRIVE

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
MARK LAHAIE	28 MOUNT PLEASANT DR	L8W 3H3	Mark LaHaie	588 7658
DOUG TUNIS	20 MOUNT PLEASANT DR	L8W 3H3	Doug Tunis	387 4218
MIRKO PRISILJAC	3 MOUNT PLEASANT DR	L8W 2V6	M. Priseljac	583 6195
JOHN HALL	24 MOUNT PLEASANT DR	L8W 3H3	John Hall	389 7918
ROSEMARY HALL	24 MOUNT PLEASANT DR	L8W 3H3	Rosemary Hall	389 7918
CINDY PELLIZZARI	80 MOUNT PLEASANT DR	L8W 3H1	Cindy Pellizzari	385 6703
MARC KATRENIUK	7 MOUNT PLEASANT DR	L8W 2V6	Marc Katreniuk	324 5200
ALDO MAYET	11 MOUNT PLEASANT DR	L8W 2V6	Aldo Mayet	387 5711
FRANCA MARZINI	11 MOUNT PLEASANT DR	L8W 2V6	Franca Marzini	387 5775
MARIA ROSATI	10 MOUNT PLEASANT DR	L9G 4V8	Maria Rosati	648 7326
JOE FERRARI	"	"	Joe Ferrari	"
JOE FERRARI	15 MOUNT PLEASANT DR	L8W 3H3	Joe Ferrari	574 8258
JOE FERRARI	"	"	Joe Ferrari	"
D. HUGHES	19 MOUNT PLEASANT DR	"	D. Hughes	574-5904
JOHN & JACQUELINE	23	"	John & Jacqueline	383-2009



CITY COUNCIL
HAMILTON, CANADA

CITY OF HAMILTON

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MOUNT PLEASANT DRIVE AND INDEPENDENCE DRIVE

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
BRIAN HUGHES	19 MOUNT PLEASANT DR	L8W 3H3		574 5904
Catherine Watson	27 Mount Pleasant Dr	L8W 3H3		574-4354
MIKE WATSON	27 MNT PLEASANT DR	L8W 3H3		574-4354
CARIE SAMMUT	27 Mount Pleasant	L8W 3H3		574 4354
Valerie Sergeant	35 Mount Pleasant	L8W 3H3		574-7978
Carol Sergeant	35 Mount Pleasant	L8W 3H3		
van Andriepoerley	39 Mount Pleasant	" "		
SIGITA ROY	43 MT. PLEASANT DR	L8W 3H3		574-0068
PHILIP ROY	43 MT. PLEASANT DR	L8W 3H3		"
Jim Lamont	57 MT Pleasant Dr	L8W-3H3		575-4464
Don Lamont	"	"		
P.K. JANDERPOELO	55 MT. PLEASANT DR.	L8W 3H3		388-8681
C. HAMILTON	113 Mount Pleasant Dr	L8W 3H3		386-2151
K KING	113 Mount Pleasant Dr.	"		



CITY COUNCIL
HAMILTON, CANADA

CITY OF HAMILTON

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THE INTERSECTIONS OF MOUNT PLEASANT DRIVE AND PEARSON DRIVE AND

MOUNT PLEASANT DRIVE AND INDEPENDENCE DRIVE

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
DALE KIVELL " FRED STRUENELL FRANK STRUENELL	117 MOUNT PLEASANT 125 "	L8W 2V6 " "	Dave Kivell [Signature]	318-5788 [Number]
BARRY COURTMAN	129 MT. PLEASANT DR.	" "	[Signature]	387-9220
LUCY HUNT	137 Mt. Pleasant Dr.	" "	[Signature]	389-8689
DOUG SRIGLEY	141 Mt. Pleasant Dr.	" "	[Signature]	389-5845
SHIRLEY SRIGLEY	141 Mt. Pleasant Dr.	" "	[Signature]	389-5845
SHARLEEN SRIGLEY	" "	" "	[Signature]	" "
KATHY-ANN SOULES	" "	" "	[Signature]	" "
JASON SOULES	" "	" "	[Signature]	" "
VIRGINIA KIVELL	47 Mt. Pleasant Dr.	" "	[Signature]	575-8648
Frank Kivell	47 Mt. Pleasant Dr.	" "	[Signature]	575-8648
TIM KIVELL	" "	" "	[Signature]	" "
MIKE KIVELL	47 Mt. Pleasant Dr.	" "	[Signature]	575-8648
ANAL BARRAN	32 MOUNT PLEASANT DR.	" "	[Signature]	318-5245



CITY COUNCIL
HAMILTON, CANADA

CITY OF HAMILTON

PETITION

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THE INTERSECTIONS OF MOUNT PLEASANT DRIVE AND PEARSON DRIVE AND

MOUNT PLEASANT DRIVE AND INDEPENDENCE DRIVE

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
Drew Zuber	102 Mount Pleasant Dr	L8W 3H1	Drew Zuber	388-3083
Kathy Zuber	100 Mt "	"	Kathy Zuber	388-3083
Sandra Kobald	15 Pompano Cir	L8W 3H2	Sandra Kobald	388-3503
GARY KOBALD	15 Pompano CRT	L8W 3H2	GARY KOBALD	
Lea Weatherbie	177 Independence Dr	L8W 3H6	Lea Weatherbie	387-5578
Phillip Weatherbie	177 Independence Dr	"	Phillip Weatherbie	387-5578
SAMIR BADRAN	32 Mount Pleasant Dr	L8W 3H3	SAMIR BADRAN	388-5245
SHARON KOWACH	31 Mount Pleasant Dr	L8W 3H3	SHARON KOWACH	385 8125
Jane Richardson	40 Mt. Pleasant Dr	L8W 3H3	Jane Richardson	388-5438
Mark Richardson	40 Mt. Pleasant Dr	L8W 3H3	Mark Richardson	388-5438
JAMES DAVIS	14 Pearson Dr	L8W 3H6	JAMES DAVIS	388-8346
LAURIE DAVIS	14 PEARSON DR.	L8W 3H6	LAURIE DAVIS	388-8346
Jessie D. Davis	19 PEARSON DR.	L8W-3H3	Jessie D. Davis	387-3887
Carmelene D. Davis	19 PEARSON DR.	L8W 3H3	Carmelene D. Davis	387-3887



CITY COUNCIL
HAMILTON, CANADA

CITY OF  MILTON

PETITION

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THE INTERSECTIONS OF MOUNT PLEASANT DRIVE AND PEARSON DRIVE AND

MOUNT PLEASANT DRIVE AND INDEPENDENCE DRIVE

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
KANDI BAETH	6 PEARSON DRIVE	L8W 3H3	K Baeth	318-6067
Bernadette Belan	10 Pearson Dr.	L8W 3H3	B Belan	387-0346
Carol Domene	15 Pearson DR	L8W 3H3	R Domene	385-3075
Sarah Wilkin	18 Pearson Dr	L8W 3H3	S Wilkin	385-9070
Sue Shuttlesworth	70 Pearson Dr.	L8W 3H3	S Shuttlesworth	575-3920
Shirley Holmes	2 Pearson Dr.	L8W 3H3	S Holmes	389-4815
Tina Belan	10 Pearson Dr.	L8W 3H3	T Belan	387-0386
Kelly Fioriani	9 PEARSON DR.	L8W 3H3	K Fioriani	Undated
HS Rams	36 MOUNT PLEASANT DR	L8W 3H3	HS Rams	385-399
Norm Jurgens	44 Mt. Pleasant Dr	L8W 3H3	N Jurgens	385-8110
AND CRAFT	76 Mt. Pleasant Dr.	L8W 3H3	AND CRAFT	383-9824
LENNIE CRAFT	"	"	L Craft	"
Carol Koehler	84 Mt PLEASANT DR	L8W 3H3	C Koehler	385-7389
Doreen Scott	88 Mt. PLEASANT DR	L8W 3H3	D Scott	318-8933



CITY COUNCIL
HAMILTON, CANADA

PETITION

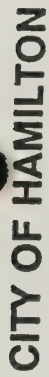
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THE INTERSECTIONS OF MOUNT PLEASANT DRIVE AND PEARSON DRIVE AND

MOUNT PLEASANT DRIVE AND INDEPENDENCE DRIVE

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
Mr. Shelley Scott	1165 Independence Dr	L8W 3H6	Shelley Scott	574-4398
Daryl Scott	"	"	Daryl Scott	574-4398
Tony Cosispool	161 INDEPENDENCE DR.	L8W 3H6	Tony Cosispool	383-0670
SANDRA COSISPOOL	"	L8W 3H6	Sandra Cosispool	583-0670
Tony Desimone	140 INDEPENDENCE DR.	"	Tony Desimone	574-0734
Louise Shepherd	168 Independence Dr	"	Louise Shepherd	574-4718
Debra Campbell	171 Independence Dr	"	Debra Campbell	317-4736
Greg Clarke	173 Independence Dr	"	Greg Clarke	318-1023
Brian Garcia	169 Independence Dr	"	Brian Garcia	385-7216
Jim Agnew	172 Independence Dr.	"	Jim Agnew	574-4784
Debbie Agnew	172 Independence Dr.	"	Debbie Agnew	574-4784
Linda Smith	176 Independence Dr.	"	Linda Smith	574-1349
William F Smith	176 INDEPENDENCE DR	"	William F Smith	574-1349



PETITION

**CITY COUNCIL
HAMILTON, CANADA**

REASON FOR PETITION:

PLEASE PRINT

NAME (PLEASE PRINT)

ADDRESS (PLEASE PRINT)

POSTAL CODE

SIGNATURE

PHONE #

LISA LAHAIE

28 MOUNT PLEASANT DR

L8W 3143

Kilham

388-7658

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 July 13

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

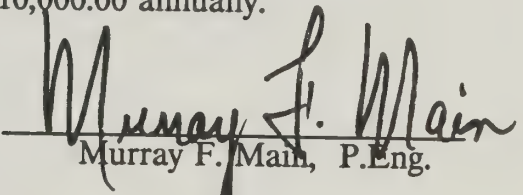
Intersections of Mount Pleasant Drive and Pearson Drive. [TEC-167-93]

RECOMMENDATION:

That no action be taken on the request for three-way stop control at either of the intersections of Mount Pleasant Drive and Pearson Drive.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The implementation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of \$10,000.00 annually.


Murray F. Main, P.Eng.

BACKGROUND:


Alderman Tom Jackson has advised of a request that three-way stop control be implemented at the intersection of Mount Pleasant Drive and Pearson Drive.

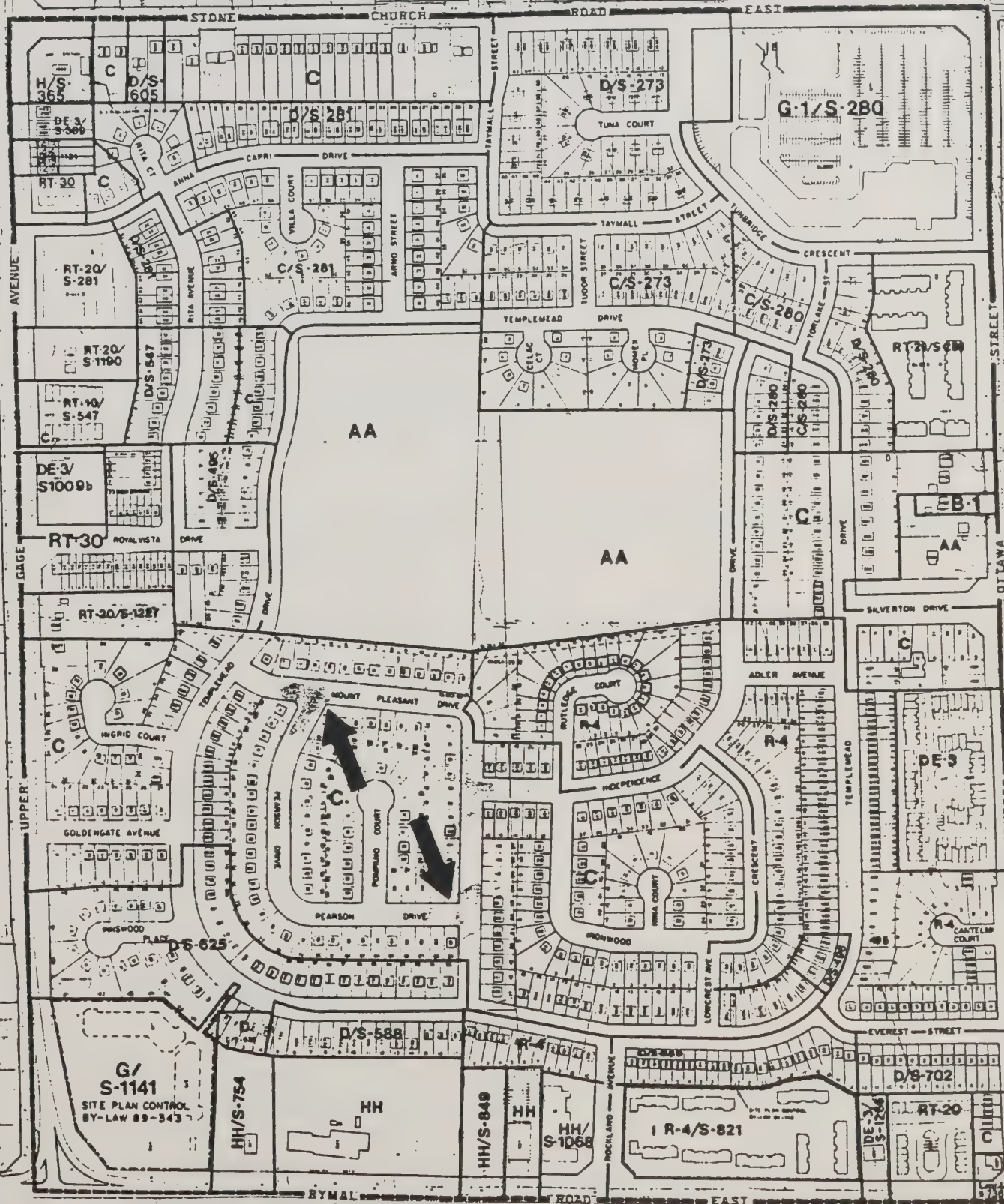
Pearson Drive intersects Mount Pleasant Drive at two locations. Both intersections are "T" type intersections, and presently, traffic on the stem of these "T" type intersections is required to stop for the through traffic on the top of the "T". Traffic Department records indicate that there have been no reported collisions at either of these intersections since their construction. These are excellent collision records which could not be improved upon by the implementation of three-way stop control.

The intersections of Mount Pleasant Drive and Pearson Drive are located within 200 feet of existing stop signs and we would consider additional stops at these locations to be over-restrictive and unnecessary.

The Traffic Department has assessed this request and has its usual concerns respecting unwarranted three-way stops, including the fact that there is no collision problem at either of these intersections, unnecessary stop signs have extremely harmful environmental affects, stop signs have no affect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year.

For the above mentioned reasons, the Traffic Department does not support the request for all-way stop control at either intersection of Mount Pleasant Drive and Pearson Drive.


CVB/MH/ca



CONSENT AGENDA

Transport and Environment Committee
Monday, 1993 July 19
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1993 June 21

B. DIRECTOR OF PUBLIC WORKS

Construction of a Concrete Alley
First South of Cannon Street East from
Wentworth Street to approximately 72 m westerly

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- (a) Trout Unlimited Canada
- (b) 1993 Servicing Expenditures Related to Subdivisions
- (c) Street Incorporation
- (d) Amendments to By-law Nos. 92-291 and 92-292 which
Incorporated Parts 3 and 7, on Plan 62R-12372 into
Gondola Street and Duncairn Crescent, respectively
- (e) 1993 User Fees Amendment

URBAN MUNICI
JUL 1993
GOVERNMENT DOCUMENTS

D. DIRECTOR OF PROPERTY

- (a) Offer to Purchase Road Closure, Part of Belview Avenue, Part 3, 62R-12325
to Glendale Realty Holdings Inc.
Part 2, 62R-12325 to Barrealco Inc.
- (b) Purchase of part of the Property at 819 Rymal Road East from Garnet
Hyslop and Jean Hyslop required for the extension of Eaglewood Drive
- (c) Offer to Purchase Easement Agreement, The Sisters of St. Joseph of Hamilton
Part of the Closed Road Allowance - Owen Place

E. DIRECTOR OF TRAFFIC SERVICES

(a) Intersection Control

- i. Intersection of East 42nd Street and Seventh Avenue**
- ii. Intersection of Kelso Street and Highcliffe Avenue**
- iii. Riverdale East Neighbourhood**
- iv. Intersection of Emperor Avenue and Acadia Drive**
- v. Intersection of Delawana Drive and Riverdale Drive**

(b) Parking Regulations

- i. North Side of Strawberry Drive (south leg) west of Strawberry Drive (east leg)**
- ii. Glen Road and Tope Crescent**
- iii. Chilton Place**
- iv. West Side of Ferguson Avenue North**
- v. Butler Drive between Acadia Drive (north leg) and Acadia Drive (east leg)**
- vi. Glendale Avenue North**
- vii. Kelly Street**
- viii. No. 28 Fraser Avenue -
Request for a Reserved "Permit Parking" Space for a Disabled Resident**
- ix. 54 Chestnut Avenue -
Request to Remove an Existing Wheelchair Loading Zone**
- x. Princeton Drive**
- xi. Lisgar Neighbourhood**

(c) **Corner Clearances**

- i. West Side of Weir Street North, north of Vansitmart Avenue
- ii. Intersection of Hadeland Avenue and Wendover Drive

(d) **Application for a Time Limit Exemption Permit**

Apartment Building at No. 262 Glencarry Avenue

(e) **Neighbourhood Watch Program**

Templemead Neighbourhood

(f) **Discharge of Residential Boulevard Parking Agreement**

No. 143 Edgemont Street North

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

Monday, 1993 June 21
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

A.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also present: Alderman G. Copps
Alderman D. Agostino
Alderman T. Cooke
Ms. B. Price, Hamilton Safety Council
Ms. S. Wilson, Hamilton Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. H. Solomon, Traffic Department
Mr. D. Lobo, Director of Public Works
Mr. R. Meiers, Department of Public Works
Mr. D. Powers, Law Department
Mr. R. Guyatt, Environmental Services Department
Mr. V. Zingaro, Transportation Services Department
Mr. J. Clairmont, Transportation Services Department
Mr. M. Watson, Property Department
Mr. P. Baker, Manager, Parking Authority
Mr. D. Carson, Mayor's Office
Ms. M. Parisi, 90 Brigade Drive
Ms. C. Harding, 100 San Pedro Drive
Mr. D. Reeger, Hamilton Street Railway
Ms. M. St. John, 32 Everest Street
Mr. N. Stewart, Rondar Inc.
Mr. T. Pingue, Philip Environmental Inc.
Mr. Wm. Powell, Hamilton Wentworth Creative Arts Inc.
Mr. C. Cutten, Blue Line Transportation Ltd.
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

- (a) **By-law to carry out the closure, sale and retention of a portion of Eleanor Avenue, between Rymal Road and Alma Street**

The Committee was in receipt of a report dated 1993 June 10 from the Senior Director, Roads Department respecting the closure, sale and retention of a portion of Eleanor Avenue, between Rymal Road and Alma Street.

As no delegation was present, the Committee approved the following recommendation:

- (a) That Eleanor Avenue between Rymal Road East and Alma Street shown as Parts 1 to 6, on Plan 62R-12366, be closed.
- (b) That the by-law to carry out the closure, sale and retention of the said lands be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(b) **By-law to carry out the closure and retention of
Block 43, Public Walkway, Plan 62M-575, Janet Court**

The Committee was in receipt of a report dated 1993 June 10 from the Senior Director, Roads Department respecting the closure and retention of Block 43, Public Walkway, Plan 62M-575 Janet Court.

As no delegation was present, the Committee approved the following recommendation:

- (a) That Block 43, Plan 62M-575, designated as Parts 1 & 2, on Plan 62R-12594 be closed and retained.
- (b) That the by-law to carry out the closure and retention of the said lands be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(c) **Snow Clearing Charges, 90 Brigade Drive, Mr. and Mrs. J. Parisi**

The Committee was in receipt of a report dated 1993 May 10 from the Director of Public Works respecting snow clearing charges, 90 Brigade Drive.

Ms. M. Parisi appeared before the Committee to appeal snow clearing charges in the amount of \$304.50 at 90 Brigade Drive. Ms. Parisi informed the Committee that she and her husband had been out-of-town on vacation at the time the complaint had been lodged and were therefore unable to clear their walkway. She added that she was unaware of the Snow Clearing Policy in the City of Hamilton having just moved here recently. She further suggested that the cost of \$304.50 was unreasonable and that a fine would be more appropriate for citizens in this situation. Mr. Pavelka spoke to the issue and suggested that the Public Works Department would endeavour to improve its communication with new home owners on the Snow Clearing Policy. He stated that the charge resulting in the \$304.50 amount being levied at this address could not be changed, however, in that it represented administrative and staff time as well as machinery being taken to the site as well as the actual clearing costs. In closing, he added that if charges are not assessed, the general tax levy would be burdened by the amount not collected and potentially as well as by a significant amount in snow clearing costs assessed to the other properties where clearing was required.

Consequently, the Committee directed Mr. Pavelka to provide information on the method by which other Canadian cities address snow clearing charges. Subsequently, the Committee agreed that no action be taken on the appeal by Ms. Parisi for the charges levied against her property for snow clearing.

(d) **Intersection of Goulding Avenue and San Pedro Drive
Intersection Control/Corner Clearance**

The Committee was in receipt of a report dated 1992 December 16 from the Director of Traffic Services respecting the intersection of Goulding Avenue and San Pedro Drive which had been tabled by Alderman D'Amico in order that a delegation could appear.

Ms. C. Harding, 100 San Pedro Drive appeared before the Committee and spoke to the issue and suggested that a dangerous situation at this intersection could be alleviated by the implementation of a four-way stop control. Mr. Main reviewed the report and as indicated in his report, the Traffic Department did not support the proposal of a four-way stop implementation at this intersection.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That an "All-way Stop Control" be implemented at the intersection of Goulding Avenue and San Pedro Drive.
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

2. DIRECTOR OF TRAFFIC SERVICES**i. Parking Regulations****(a) West 1st Street between McElroy Road West and Wembley Road**

The Committee was in receipt of a report dated 1993 April 27 from the Director of Traffic Services respecting West 1st Street between McElroy Road West and Wembley Road.

The Committee approved the following recommendation:

- (a) That the existing by-law entry allowing for the implementation of an "Alternate Side Parking" regulation on West 1st Street between McElroy Road West and Wembley Road be rescinded; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) No. 288 Montrose Avenue

The Committee was in receipt of a report dated 1993 April 23 from the Director of Traffic Services respecting No. 288 Montrose Avenue.

The Committee approved the following recommendation:

- (a) That the by-law entry allowing for the implementation of a "Permit Parking" regulation on the west side of Erin Avenue which commences at a point 45 feet south of Montrose Avenue and extends to a point 34 feet southerly therefrom be rescinded; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) Douglas Street between Shaw Street and Burton Street

The Committee was in receipt of a report dated 1993 April 23 from the Director of Traffic Services respecting Douglas Street between Shaw Street and Burton Street.

The Committee approved the following recommendation:

- (a) That the existing "Alternate Side Parking" regulation on Douglas Street between Shaw Street and Burton Street be replaced with a "No Parking" regulation on the west side and a "Permit Parking" regulation on the east side of the street; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to each of the first six applicants residing in the block, and any additional permits (to a maximum of six) on a first come first served basis; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) East 42nd Street between Ninth Avenue and Tenth Avenue

The Committee was in receipt of a report dated 1993 June 14 from the Director of Traffic Services respecting East 42nd Street between Ninth Avenue and Tenth Avenue.

The Committee approved the following recommendation:

- (a) That a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the east side of East 42nd Street between Ninth Avenue and Tenth Avenue; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Beaverton Drive between Upper Sherman Avenue and Acadia Drive**

The Committee was in receipt of a report dated 1993 April 22 from the Director of Traffic Services respecting Beaverton Drive between Upper Sherman Avenue and Acadia Drive.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Beaverton Drive between Upper Sherman Avenue and Acadia Drive; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Glen Forest Drive**

The Committee was in receipt of a report dated 1993 May 5 from the Director of Traffic Services respecting Glen Forest Drive.

The Committee approved the following recommendation:

- (a) That the existing 137 foot "No Parking" regulation on the north side of Glen Forest Drive, east of Glen Castle Drive be extended, such that the regulation commences at Glen Castle Drive and extends to a point 172 feet easterly therefrom; and
- (b) That the existing "Alternate Side Parking" regulation on the south side of Glen Forest Drive be shortened, such that the regulation commences 190 feet east side of Glen Castle Drive and extends to Kingswood Drive; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **East 27th Street between Fennell Avenue East and MacKenzie Road**

The Committee was in receipt of a report dated 1993 June 7 from the Director of Traffic Services respecting East 27th Street between Fennell Avenue East and MacKenzie Road.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m to 6:00 p.m., seven days a week" regulation be implemented on the west side of East 27th Street between Fennell Avenue East and the extended south curb line of MacKenzie Road; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(h) **West 1st Street between Monarch Road and Wembley Road**

The Committee was in receipt of a report dated 1993 June 8 from the Director of Traffic Services respecting West 1st Street between Monarch Road and Wembley Road.

The Committee approved the following recommendation:

- (a) That, in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 1st Street between Monarch Road and Wembley Road; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **West Side of West 3rd Street between Monarch Road and Wembley Road**

The Committee was in receipt of a report dated 1993 June 8 from the Director of Traffic Services respecting the west side of West 3rd Street between Monarch Road and Wembley Road.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of West 3rd Street between Monarch Road and Wembley Road; and
- (b) That the Director of Traffic Services be authorized to issue a maximum of 14 parking permits in accordance with the requirements for permits indicated on the petition.
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(j) **East Side of Laurier Drive between Delmar Drive and South Bend Road West**

The Committee was in receipt of a report dated 1993 June 8 from the Director of Traffic Services respecting the east side of Laurier Drive between Delmar Drive and South Bend Road West.

The Committee approved the following recommendation:

- (a) That a "Two Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m. Monday to Friday" regulation be implemented on the east side of Laurier Drive between Delmar Drive and South Bend Road West; and
- (b) That the City Traffic Department By-law No. 89-72 be amended accordingly.

(k) **Ray Street North between Peter Street and Napier Street**

The Committee was in receipt of a report dated 1993 June 8 from the Director of Traffic Services respecting Ray Street North between Peter Street and Napier Street.

The Committee approved the following recommendation:

- (a) That a "Two Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Ray Street North between Peter Street and Napier Street; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(l) **South Side of Robert Street, east of Cathcart Street**

The Committee was in receipt of a report dated 1993 June 8 from the Director of Traffic Services respecting the south side of Robert Street, east of Cathcart Street.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Robert Street commencing at Cathcart Street and extending to a point 137 feet easterly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(m) **South Side of Albright Road east of Mt. Albion Road**

The Committee was in receipt of a report dated 1993 June 8 from the Director of Traffic Services respecting the south side of Albright Road east of Mt. Albion Road.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the south side of Albright Road commencing at a point 130 feet east of Mt. Albion Road and extending to a point 90 feet easterly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(n) **No. 159 Ferrie Street East**

The Committee was in receipt of a report dated 1993 June 8 from the Director of Traffic Services respecting No. 159 Ferrie Street East.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the north side of Ferrie Street East commencing at a point 224 feet west of Ferguson Avenue North and extending to a point 23 feet westerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Samuel Cipolla, 159 Ferrie Street East; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(o) **No. 35 Garfield Avenue North**

The Committee was in receipt of a report dated 1993 June 8 from the Director of Traffic Services respecting No. 35 Garfield Avenue North.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Garfield Avenue North commencing at a point 46 feet south of the north end and extending to a point 21 feet southerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Vittorio Borreggine, 35 Garfield Avenue North; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(p) **No. 88 San Remo Drive**

The Committee was in receipt of a report dated 1993 June 8 from the Director of Traffic Services respecting No. 88 San Remo Drive.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the west side of San Remo Drive which commences 98 feet south of San Francisco Avenue and extends to a point 20 feet southerly therefrom, be removed; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(q) **No. 5 Lyndhurst Street**

The Committee was in receipt of a report dated 1993 June 8 from the Director of Traffic Services respecting No. 5 Lyndhurst Street.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Lyndhurst Street commencing at a point 51 feet north of the south end of the sidewalk and extending to a point 23 feet northerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. John Day, No. 5 Lyndhurst Street; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(r) **No. 145 Grant Avenue**

The Committee was in receipt of a report dated 1993 June 8 from the Director of Traffic Services respecting No. 145 Grant Avenue.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the east side of Grant Avenue commencing at a point 99 feet south of Delaware Avenue and extending to a point 22 feet easterly therefrom be removed; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(s) **South Side of Market Street, west of Queen Street North**

The Committee was in receipt of a report dated 1993 June 10 from the Director of Traffic Services respecting the south side of Market Street, west of Queen Street North.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Market Street commencing at Queen Street North and extending to a point 93 feet westerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(t) **South Side of Harrison Avenue, east of Harmony Avenue**

The Committee was in receipt of a report dated 1993 June 10 from the Director of Traffic Services respecting the south side of Harrison Avenue, east of Harmony Avenue.

The Committee approved the following recommendation:

- (a) That the existing "No Stopping" regulation on the south side of Harrison Avenue commencing at Harmony Avenue and extending to a point 59 feet easterly therefrom, be removed; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. Intersection Control**(a) Leland Street at Royal Avenue or at Ward Avenue**

The Committee was in receipt of a report dated 1993 June 10 from the Director of Traffic Services respecting Leland Street at Royal Avenue or at Ward Avenue.

The Committee approved the following recommendation:

- (a) That the direction of stop control at the intersection of Leland Street and Ward Avenue be switched, such that northbound and southbound traffic on Leland Street would be required to stop for eastbound and westbound traffic on Ward Avenue; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) Intersection of Cranbrook Drive and Stanlow Crescent

The Committee was in receipt of a report dated 1993 May 12 from the Director of Traffic Services respecting the intersection of Cranbrook Drive and Stanlow Crescent.

The Committee approved the following recommendation:

- (a) That northbound traffic on Stanlow Crescent be required to stop for eastbound and westbound traffic on Cranbrook Drive; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) Intersection of Donn Avenue and Highridge Avenue

The Committee was in receipt of a report dated 1993 April 26 from the Director of Traffic Services respecting the intersection of Donn Avenue and Highridge Avenue.

The Committee approved the following recommendation:

- (a) That three-way stop control be implemented at the intersection of Donn Avenue and Highridge Avenue; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) Intersection of Glen Forest Drive and Golfcrest Road

The Committee was in receipt of a report dated 1993 May 27 from the Director of Traffic Services respecting the intersection of Glen Forest Drive and Golfcrest Road.

The Committee approved the following recommendation:

- (a) That westbound traffic on Golfcrest Road be required to stop for northbound and southbound traffic on Glen Forest Drive; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) Blackthorne Avenue and Fieldway Drive

The Committee was in receipt of a report dated 1993 June 7 from the Director of Traffic Services respecting Blackthorne Avenue and Fieldway Drive.

The Committee approved the following recommendation:

- (a) That northbound traffic on Blackthorne Avenue be required to stop for eastbound and westbound traffic on Fieldway Drive; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Intersection of Brigade and Essling Avenue**

The Committee was in receipt of a report dated 1993 June 9 from the Director of Traffic Services respecting the intersection of Brigade And Essling Avenue.

The Committee approved the following recommendation:

- (a) That westbound traffic on Essling Avenue be required to stop for northbound and southbound traffic on Bridgade Drive; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Intersection of Lawnhurst Drive and Lawnview Drive**

The Committee was in receipt of a report dated 1993 May 11 from the Director of Traffic Services respecting the intersection of Lawnhurst Drive and Lawnview Drive.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the south side of Lawnhurst Drive commencing at Lawnview Drive and extending to a point 120 feet easterly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Intersection of Borodino Court and Essling Avenue**

The Committee was in receipt of a report dated 1993 May 27 from the Director of Traffic Services respecting the intersection of Borodino Court and Essling Avenue.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the west side of Essling Avenue commencing at Borodino Court and extending to a point 127 feet southerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **Intersection of Fiona Crescent and Fiona Crescent/Joseph Court**

The Committee was in receipt of a report dated 1993 May 11 from the Director of Traffic Services respecting the intersection of Fiona Crescent and Fiona Crescent/Joseph Court.

The Committee approved the following recommendation:

- (a) That northbound traffic on Fiona Crescent be required to stop eastbound and westbound traffic on Fiona Crescent/Joseph Court; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(j) **Intersection of Dromore Crescent and Paisley Avenue North**

The Committee was in receipt of a report dated 1993 May 11 from the Director of Traffic Services respecting the intersection of Dromore Crescent and Paisley Avenue North.

The Committee approved the following recommendation:

- (a) That four-way stop control be implemented at the intersection of Dromore Crescent and Paisley Avenue North; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. Wheelchair Loading Zones**(a) No. 389 Strathearne Avenue**

The Committee was in receipt of a report dated 1993 June 9 from the Director of Traffic Services respecting No. 389 Strathearne Avenue.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 10:00 p.m., seven days a week" regulation be implemented on the west side of Strathearne Avenue commencing at a point 212 feet south of the north end and extending to a point 22 feet southerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) No. 12 East 23rd Street

The Committee was in receipt of a report dated 1993 June 10 from the Director of Traffic Services respecting No. 12 East 23rd Street.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 11:00 p.m., seven days a week" regulation be implemented on the west side of East 23rd Street commencing at a point 250 feet south of Concession Street and extending to a point 26 feet southerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. School Crossing Guards**Emerson Street and Sussex Street**

- (a) The Committee was in receipt of a report dated 1993 April 29 from the Director of Traffic Services respecting Emerson Street and Sussex Street.

Alderman Kiss requested that staff contact the Principal at Prince Philip School to confirm that this guard is not required prior to the next City Council meeting 1993 June 29.

Subsequently, the Committee approved the following recommendation:

That the School Crossing Guard service be discontinued during the lunch hour period at the intersection of Emerson Street and Sussex Street.

(b) Kingfisher Drive and Heron Place/Sparrow Court

The Committee was in receipt of a report dated 1993 June 10 from the Director of Traffic Services respecting Kingfisher Drive and Heron Place/Sparrow Court

The Committee approved the following recommendation:

- (a) That the action of the Director of Traffic Services in temporarily assigning a School Crossing Guard to the intersection of Kingfisher Drive and Heron Place/Sparrow Court during construction activities be confirmed; and
- (b) That the Temporary School Crossing Guard be removed at the time when Limeridge Road is re-opened and conditions return to normal.

(c) **Main Street East and Walter Avenue**

The Committee was in receipt of a report dated 1993 June 7 from the Director of Traffic Services respecting Main Street East and Walter Avenue.

Alderman Wilson requested staff to monitor the situation with the removal of the Crossing Guard at Main Street East and Walter Avenue and report back if any difficulties are encountered.

The Committee approved the following recommendation:

That the School Crossing Guard at Main Street East and Walter Avenue be removed.

v. **Neighbourhood Watch Program for the Gibson Neighbourhood**

The Committee was in receipt of a report dated 1993 May 13 from the Director of Traffic Services respecting Neighbourhood Watch Program for the Gibson Neighbourhood.

Alderman Jackson indicated while that the report indicated that the budget for Neighbourhood Watch Programs had been depleted that he would be bringing forward an additional neighbourhood watch program request for the Templemead Neighbourhood and ask that the Committee consider finding the funds for this proposal at that time.

The Committee approved the following recommendation:

- (a) That the Gibson Neighbourhood be designated as a Neighbourhood Watch Area; and
- (b) That Neighbourhood Watch signs for the Gibson Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- (c) That \$1,111. of the necessary funds be charged to Account No. CH55301 75030 (Neighbourhood Watch Program), and the balance of \$333.50 be charged to Account No. CH56103 76420.

vi. **Traffic By-law No. 89-72 Amendment - Coins Accepted by Parking Meters**

The Committee was in receipt of a report dated 1993 March 19 from the Director of Traffic Services respecting Traffic By-law No. 89-72 Amendment - Coins accepted by Parking Meters.

The Committee approved the following recommendation:

- (a) Section 28(1) - to include the definition of a "dollar coin" (loonie) and to delete the definitions of a "nickel" and a "dime"; and
- (b) Section 30(5) - to provide that nothing except quarters and dollar coins may be deposited in any on-street parking meters.

vii. **Hamilton Street Railway - Addition of Bus Stops**

The Committee was in receipt of a report dated 1993 May 19 from the Director of Traffic Services respecting the addition of Bus Stops - Hamilton Street Railway.

The Committee approved the following recommendation:

That in accordance with the request by the Hamilton Street Railway Company the following bus stops be established:

Route 35 College

Eastbound - Chester Avenue, south side, 131 feet west of the centre line of Annabelle Street (N/S),

Eastbound - Chester Avenue, south side, 83 feet west of the centre line of West 5th Street (N/S),

Northbound - Chesley Street, east side, 259 feet north of the centre line of Harbottle Court (M/B),

Northbound - Chesley Street, east side, 89 feet north of the centre line of Stone Church Road West (F/S).

viii. **No Stopping Clearances at Traffic Signals**

The Committee was in receipt of a report dated 1993 June 4 from the Director of Traffic Services respecting no stopping clearances at Traffic Signals.

The Committee approved the following recommendation:

That Section 40(j) of City Traffic By-law No. 89-72 be amended to provide for an extension of "No Stopping" clearances at traffic signals from 200 feet to 250 feet without requiring specific entries in the By-law.

ix. **Application to lease a portion of the boulevard of Bristol Street adjacent to No. 22 Bristol Street - Institutional Land Use**

The Committee was in receipt of a report dated 1993 June 1 from the Director of Traffic Services respecting an application to lease a portion of the boulevard of Bristol Street adjacent to No. 22 Bristol Street - Institutional Land Use.

The Committee approved the following recommendation:

That the application of Mohawk College of Applied Arts and Technology to lease a portion of the boulevard of Bristol Street adjacent to No. 22 Bristol Street be approved, provided that:

- (a) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current annual rate is \$59.57 for the first two spaces and \$29.79 for each additional space up to 10 spaces per year) plus taxes, if any, in addition to the \$10. encroachment insurance charge approved by the City Council on 1984 February 14.
- (b) the owner pays a one time \$27. registration fee, as approved by the City Council on 1986 January 14.

- (c) the owner pays a one time \$178.73 processing fee, as approved by the City Council on 1988 January 12.
- (d) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- (e) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- (f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

i. **Temporary Road Closures**

(a) **East 34th Street Community Group Street Dance**

The Committee was in receipt of a report dated 1993 May 12 from the Senior Director, Roads Department respecting East 34th Street Community Group Street Dance.

The Committee approved the following recommendation:

That the application of D. Morrison, agent for the East 34th Street Community Group to temporarily close East 34th Street between Fennell Avenue and Bruce Dale Avenue on Saturday 1993 July 24, from 3:00 o'clock p.m. to 12:00 midnight to hold a Street Dance, be approved subject to the following conditions:

- (a) That approval from Regional Police Services be received;
- (b) That the applicant provide proof of \$2,000,000. public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- (d) That all barricading be supplied by and at the expense of the applicant;
- (e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request;
- (h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(b) **Temporary Road Closure -
Hess Street South between George Street and King Street**

The Committee was in receipt of a report dated 1993 June 8 from the Senior Director, Roads Department respecting a temporary road closure - Hess Street South between George Street and King Street.

The Committee approved the following recommendation:

That the application of M. Temperley, agent for the Hess Village Merchants Association (24 Hess Street South, Hamilton), to temporarily close Hess Street South between King Street and George Street from 6:00 o'clock p.m. on Thursday 1993 July 15, to 11:00 o'clock p.m. on Sunday 1993 July 18, for their annual Jazz Festival, be approved, during the pleasure of City Council provided:

- (a) That the applicant make application to the Region at least eight weeks in advance of that event;
- (b) That approval from Regional Police Services be received;
- (c) That the applicant provide proof of \$2,000,000. public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (d) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- (e) That all barricading be supplied by and at the expense of the applicant;
- (f) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;
- (g) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
- (h) That no property owner or resident within the barricaded area be denied access to their property upon request;
- (i) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

ii. **1993 Expenditures Related to Subdivisions (Land Acquisition)**

The Committee was in receipt of a report dated 1993 June 14 from the Senior Director, Roads Department respecting the 1993 Expenditures Related to Subdivisions (Land Acquisition).

The Committee approved the following recommendation:

- (a) That upon Registration of the Final Plan of Subdivision for "Rymal Square Estates - Phase 4", in accordance with current City policy, the Treasurer for the City of Hamilton be authorized and directed to financially compensate the Owners, (Rymal Square Developments Inc.), in the amount of \$57,000. for lands in excess of one-half of the road allowance measuring approximately 0.570 acres for the establishment of "Acadia Drive" to its full width of 26.0 metres in accordance with the Approved Neighbourhood Plan for the Butler Neighbourhood.

- (b) That the City's costs for the lands required to establish Acadia Drive as a Public Highway in "Rymal Square Estates - Phase 4", Hamilton of \$57,000. be approved and the Finance and Administration Committee recommend the source of funding for this expenditure.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare the necessary By-laws to provide road access from Regional Road No 153, Rymal Road East, in the City of Hamilton, for Block 58, Rymal Square Estates - Phase 4 and that the By-laws not be registered until full Municipal Services are installed for the extension of Acadia Drive from the south limit of Lot 33, Rymal Square Estates - Phase 4 to Rymal Road east.
- (d) That the City of Hamilton, Property Department be authorized to enter into negotiations with the owner Mr. Vito Sgro in order for the City to acquire the lands in the Eleanor Neighbourhood required to establish Eaglewood Drive as proposed on the Approved Neighbourhood Plan for the Eleanor Neighbourhood.
- (e) That as a condition of purchase by the City, with the current owner of future Eaglewood Drive, a clause be added to the offer of purchase stating, that, the owner of the lands on the north side of future Eaglewood Drive be responsible for one half of all City servicing costs, in order to establish Eaglewood Drive as a Public Highway.
- (f) That the Mayor and City Clerk be authorized and directed to execute all related documents for the above-noted recommendations, subject to the approval of the City Solicitor.

iii. **1993 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1993 June 9 from the Senior Director, Roads Department respecting the 1993 Servicing Expenditures Related to Subdivisions.

The Committee approved the following recommendation:

- (a) That the submitted schedule of works be adopted for inclusion in the subdivision agreements with the Owners for the estimated cost of services in:

"ALLISON ESTATES - PHASE 1", Hamilton

City's Share - \$142,744.15 Owner's Share - \$58,138.48

"CLAUDETTE GARDENS - PHASE 4", Hamilton

City's Share - \$ NIL Owner's Share - \$79,426.17

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreements with the Owners of "Allison Estates - Phase 1", Hamilton and "Claudette Gardens - Phase 4", Hamilton as well as any other related documents for these developments, subject to the approval of the City Solicitor.
- (c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.
- (d) That in the event the Owners wish to proceed prior to registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for Pre-Servicing.
- (e) That the City's share for services in "Allison Estates - Phase 1", Hamilton (\$142,744.15) be approved and that the Finance and Administration Committee recommend the source of funding for this project.
- (f) That application be made to the Region for approval to establish Upper Wellington Street on the south side of Rymal Road East to 85 metres southerly as a public road allowance pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.

iv. **Additional Monies for Servicing Costs of Fieldway Drive, Hamilton**

The Committee was in receipt of a report dated 1993 June 8 from the Senior Director, Roads Department respecting additional funds for servicing costs of Fieldway Drive, Hamilton.

The Committee approved the following recommendation:

- (a) That additional funds totalling \$35,000. required for the completion of municipal services on Fieldway Drive be approved; and
- (b) That the Finance and Administration Committee recommend the source of funding.

v. **Edan Heights - Phase 3, Hamilton**

The Committee was in receipt of a report dated 1993 June 14 from the Senior Director, Roads Department respecting Edan Heights, Phase 3, Hamilton.

The Committee approved the following recommendation:

- (a) That the submitted revised schedule of works, submitted by the Developer's Professional Consulting Engineer and approved by the Commissioner of Transportation /Environmental Services be adopted for inclusion in the Subdivision Agreement with the Owners, for the estimated cost of services in EDAN HEIGHTS - PHASE 3, from the north limit of Butler Drive to the south limit of Edan Heights - Phase 3, Hamilton, with the additional works with the City's Share, \$49,696.75, Owner's Share, \$49,696.75 and that the Subdivision Agreement, registered as Instrument No. 342685LT between the City of Hamilton and 603976 Ontario Limited be amended accordingly.
- (b) That the Mayor and City Clerk be authorized and directed to execute all related documents required for this amendment to the existing Subdivision Agreement.

vi. **Encroachment Agreements**

The Committee was in receipt of a report dated 1993 June 10 from the Senior Director, Roads Department respecting encroachment agreements.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined in Appendix "A", attached hereto, be approved provided:

- (a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement the agreements.
- (c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

vii. **Street Incorporation**

The Committee was in receipt of a report dated 1993 June 10 from the Senior Director, Roads Department respecting street incorporation:

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into the street in order to complete the final street width or provide access to newly registered subdivision developments:

Crerar Drive Part 4 Plan 62R-9668

Colin Crescent Block 30 Plan 62M-724

Ironwood Crescent Block 25 Plan 62M-539

Lowcrest Avenue Block 19 Plan 62M-505

Upper Paradise Part 1 Plan 62R-12388

Cadham Boulevard Block 149 Plan 62M-639

Ossington Drive Block 148 Plan 62M-639

Lynnette Drive Block 21 Plan 62M-719

- (b) That the by-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

D. DIRECTOR OF PUBLIC WORKSi. **Closure of Dundurn Street Steps**

The Committee was in receipt of a report dated 1993 June 15 from the Director of Public Works respecting the closure of the Dundurn Street Steps.

The Committee approved the following recommendation:

- (a) That the Director of Public Works be authorized and directed to close the Dundurn Street steps immediately and demolish as required to ensure safety to the public.
- (b) That consideration be given to include the replacement of the steps in the 1994 Capital Budget (presently slated for 1998).

ii. **Closure of Public Works Department Streets Division Capital Projects**

The Committee was in receipt of a report dated 1993 June 15 from the Director of Public Works respecting the closure of the Public Works Department Streets Division Capital Projects.

The Committee approved the following recommendation:

That the City Treasurer be directed to close the following Capital Project Accounts with any excess funding to be transferred to its original source of financing.

Capital Centre No.	Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available	Source of Financing
528942001	1989 Reconstruction Programme	\$8,200,000	\$7,069,000	\$1,131,000	Capital Levy/ MTO Subsidy
529042001	1990 Reconstruction Programme	\$8,800,000	\$8,477,000	\$323,000	Capital Levy/MTO Subsidy
529142001	1991 Reconstruction Programme	\$6,718,000	\$6,664,000	\$54,000	Capital Levy/ MTO Subsidy

iii. **Proposed Construction of a Finished Roadway and Concrete Curbs on Dulgaren Street from Upper Sherman to approximately 72 m easterly**

The Committee was in receipt of a report dated 1993 June 15 from the Director of Public Works respecting the proposed construction of a finished roadway and concrete curbs on Dulgaren Street from Upper Sherman to approximately 72 m easterly.

The Committee approved the following recommendation:

- (a) That the construction of a finished roadway and concrete curbs on Dulgaren Street from Upper Sherman Avenue to approximately 72 m easterly proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$62,300. with a City's share of \$35,350. and Owner's share of \$26,950. all as provided in the 1993 portion of the 1993 - 2002 Capital Budget; and,
- (b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- (c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,
- (d) That the Director of Public Works be authorized and directed to remove thirty (30) trees within the road allowance of Dulgaren Street and replace with thirty (30) large caliper trees at a cost of \$14,400.; and,
- (e) That 50% (\$7,200.) of the tree removal and replacement cost be charged to the City's share for this project and 50% be charged to the Region attributable to the installation of sewers on Dulgaren Street; and,
- (f) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

iv. **1993 Wheelchair Ramp Programme**

The Committee was in receipt of a report dated 1993 June 15 from the Director of Public Works respecting the 1993 Wheelchair Ramp Programme.

The Committee approved the following recommendation:

That the 1993 Capital Budget for Road Reconstruction include an amount of \$20,000. for construction of wheelchair ramps to supplement the Current Budget which was approved for \$42,000.

E. DIRECTOR OF PROPERTY**i. Tenancy Agreement - 2787 King Street East (Lower) R. and G. Moore**

The Committee was in receipt of a report dated 1993 May 20 from the Director of Property respecting a Tenancy Agreement, 2787 King Street East (Lower), R. and G. Moore.

The Committee approved the following recommendation:

- (a) That the City of Hamilton enter into a Tenancy Agreement with R. and G. Moore to rent the premises known as 2787 King Street East (Lower), subject to the terms and conditions of the Tenancy Agreement being satisfactory to the City Solicitor.
- (b) That a one-time rental charge of \$25. be charged for the period 1993 May 15 to 1993 May 31, for cleaning and decorating which has agreed to be carried out by the tenant.
- (c) That commencing 1993 June 1, the monthly rent will be \$300. (realty taxes for the entire property is \$2,456.68 for 1993), and rental proceeds to be credited to Account No. CH44104 31106 (City Properties - Rental).
- (d) That the Mayor and City Clerk be authorized to execute the Tenancy Agreement in a form satisfactory to the City Solicitor.

**ii. Alley Closure and Sale
Lands at the rear of 34 Thorndale Street North**

The Committee was in receipt of a report dated 1993 June 7 from the Director of Property respecting an alleyway closure and sale for lands at the rear of 34 Thorndale Street North.

The Committee approved the following recommendation:

- (a) That an Offer to Purchase, duly executed by the owners, Gilles Christopher Cinq Mars and Charmaine Simona Van Schaik, on 1993 May 31 and scheduled to close within sixty (60) days of the passing and registration of a by-law to sell the closed alleyway, for the purchase of a portion of land designated as Part 2 on Reference Plan 62R-12021, more particularly described as having a length of 10.058 metres (33 feet) more or less, by a depth of 1.82 metres (6 feet) more or less, and comprising a total area of 18.305 square metres (198 square feet) more or less, being rear land behind municipal address 34 Thorndale Street North, be approved and completed, and the funds derived from this sale of \$1. be credited to Account No. CH4X501 00102 (Reserved for Property Purchases).
- (b) That these lands be sold subject to an easement in favour of Bell Canada over Part 2, Plan 62R-12021.
- (c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

The Committee was in receipt of a report dated 1993 June 15 from the Secretary, Transport and Environment Committee respecting information reports.

The Committee approved the following recommendation:

That the following information reports that were previously distributed to the Transport and Environment Committee, be received.

1993 April 21	Ted Gill Senior Director Roads Department	Construction Status and 1993 Construction Schedule as of 1993 April 21	1993 April 28
1993 May 20	Dan Vyce Director of Property	Sale of Surplus Parking Authority Lands	1993 May 20
1993 May 18	Doug Lobo Director of Public Works	Storm Damage Update April, 1993	1993 May 26
1993 May 25	Ontario Ministry of Environment and Energy and Environment Canada Atmospheric Environment Service	The Ontario Air Quality Advisory Program Information Package	1993 June 3
1993 May 17	Ministry of Environment and Energy	News Release - Ontario's Comprehensive Fluorocarbon regulation	1993 June 7
1993 June 11	P. J. Halliday Senior Director Environmental Services Department	to protect ozone layer Establishment of PCB Storage Facilities	1993 June 14
1993 May 7	Ted Gill, Senior Director Roads Department	Windermere Basin Rehabilitation Project	1993 June 15
1993 May 20	Murray Main, Director Traffic Services	Parking Enforcement in the Central Business District	1993 June 15
1993 June 15	Ted Gill, Senior Director Roads Department and Doug Lobo, Director of Public Works	Cost Share Maintenance of of Streetscape Annuals and Perennials	1993 June 15

3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**i. 912613 Ontario Ltd. (Philip Environmental Inc.) - Application for a Certificate of Approval for a Waste Disposal Site (Processing)**

The Committee was in receipt of a report dated 1993 June 11 from the Senior Director, Environmental Services Department respecting 912613 Ontario Ltd. (Philip Environmental Inc.) - Application for a Certificate of Approval for a Waste Disposal Site (Processing).

Mr. Tony Pingue from Philip Environmental Inc. addressed the Committee with background of the need for the Certificate of Approval.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That the West Central Branch of the Ontario Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to 912613 Ontario Ltd. receiving a Certificate of Approval to operate a Waste Disposal Site (Processing) located at 1579 Burlington Street East in Hamilton; provided that the following conditions be incorporated within their Certificate of Approval:
 - i. The owner/operator of this site is to ensure that all site activities as applicable are in compliance with "The Ontario Fire Code" and "N.F.T.A. 30 Flammable and Combustible Liquids Code";
 - ii. The owner/operator of this site is to ensure that all site activities are in compliance with all regulations enforced by the Fuel Safety Branch of the Ministry of Consumer and Commercial Relations;
 - iii. All new construction or any alterations/renovations to be carried out on site are to be conducted under permit from the City of Hamilton Building Department;
 - iv. The owner/operator of this site is to ensure that a complete and concise inventory of all products stored on site including M.S.D.S. sheets are maintained and are available upon request;
 - v. All environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry of the Environment and Energy and that all applicable City of Hamilton and Regional By-laws are complied with fully;
- (b) That a copy of this report and its attachments be submitted to the West Central Branch of the Ministry of the Environment and Energy for their consideration in the preparation of the Certificate of Approval regulating the operation of the facility proposed by 912613 Ontario Ltd.;
- (c) That the Ministry of the Environment and Energy be requested to forward a copy of the Certificate of Approval upon its completion to the Regional Municipality of Hamilton-Wentworth's Waste Management Division.

***Alderman Kiss recorded as opposed.**

ii. Decontamination of PCBs by Rondar Inc. for Canadian Liquid Air Ltd., Hamilton, Ontario

The Committee was in receipt of a report dated 1993 June 11 from the Senior Director, Environmental Services Department respecting the decontamination of PCBs by Rondar Inc. for Canadian Liquid Air Ltd., Hamilton, Ontario.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Rondar Inc. carrying out the proposed PCB destruction for Canadian Liquid Air Ltd. at 95 Birmingham Street, Hamilton, Ontario;

- (b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOEE be waived so that the proposed work can be carried out as scheduled;
- (c) That no specific permits are required for the proposed work.

***Alderman Kiss recorded as opposed.**

iii. Decontamination of PCBs by Rondar Inc. for Porritts & Spencer Canada Inc.

The Committee was in receipt of a report dated 1993 June 11 from the Senior Director, Environmental Services Department respecting decontamination of PCBs by Rondar Inc. for Porritts & Spencer Canada Inc.

The Committee approved the following recommendation:

- (a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Rondar Inc. carrying out the proposed PCB destruction for Porritts & Spencer Canada Inc. at 240 Lottridge Street North, Hamilton, Ontario.
- (b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOEE be waived so that the proposed work can be carried out as scheduled;
- (c) That no specific permits are required for the proposed work.

***Alderman Kiss recorded as opposed.**

iv. Temporary Road Closure - Earthsong Festival

The Committee was in receipt of a report dated 1993 June 14 from the Senior Director, Roads Department respecting temporary road closures for the Earthsong Festival.

Alderman Agro assumed the Chair.

Alderman Kiss expressed concern that area residents had not been notified of the event taking place. Mr. Clairmont informed the Committee that this had been done by the proponent as per the terms of the agreement.

Alderman Jackson alluded to a letter contained in the agenda from Alderman Ross indicating that Craig Cutten from Blue Line Transportation Ltd. had concerns with the recommendation and would like to appear before the Committee.

Subsequently, the Committee agreed to hear delegations from the proponent, Mr. Bill Powell and Mr. Craig Cutten of Blue Line Transportation Inc.

Mr. Cutten appeared before the Committee and expressed concern over access not being allowed on City streets for taxi businesses over than one selected by the organizer of the Earthsong Festival. Mr. Powell, the event organizer, appeared before the Committee and stated that Blue Line and other taxi companies would be able to drop their fares at the points designated as gates to the Festival at Dufferin Street and Macklin and Franklin Avenue and Longwood Road. He stated that Veterans Taxi had donated \$10,000. towards the event as a corporate sponsor and were therefore being allowed to access the entire Festival site. He further stated that Veterans Taxi would be running a shuttle service from downtown Hamilton to the Festival site for a fee of \$2. of which 50 cents would be donated to a program benefiting abused children. He further stated that all area taxi businesses were given an opportunity to contribute as corporate sponsors and would have been allowed access to the site if they had participated in this manner.

Following a brief discussion, the Committee agreed to table this item in order to go in camera later on in the meeting to discuss the legal aspects of this issue.

Alderman Merling assumed the Chair.

v. **1993 Transit Shelter Program**

The Committee was in receipt of a report dated 1993 June 3 from the Commissioner of Transportation/Environmental Services respecting the 1993 Transit Shelter Program.

Alderman Wilson expressed concern with the Transit Shelter's advertising indicating that it was difficult in some cases for vehicular traffic to see with the shelters in place.

Subsequently, the Committee approved the following recommendation:

- (a) That the 38 proposed transit shelter locations in the City of Hamilton, as outlined in Appendix "B" attached hereto, as candidate shelter locations for the 1993 Hamilton Street Railway Shelter Program, be approved.
- (b) That the Hamilton Street Railway install 19 shelters at these candidate locations in the priority indicated by the warrant scores and subject to finalizing the necessary encroachment agreements.
- (c) That the remaining candidate shelter locations which do not receive at shelter through the 1993 Hamilton Street Railway Shelter Program be considered for future years.
- (d) The Director of Traffic Services be directed to re-examine the site lines of the 1993 Transit Shelters and report back to the Transportation Committee on any locations which may cause site line problems for vehicular traffic.

4. **DIRECTOR OF TRAFFIC SERVICES**

Pedestrian Priority Signals

The Committee was in receipt of a report dated 1993 May 31 from the Director of Traffic Services respecting the Pedestrian Priority Signals.

Mr. Main reviewed the background of Pedestrian Priority Signals and stated that the recommendation was approval of guidelines for the installation of Pedestrian Priority Signals.

Alderman Kiss expressed concern that School Crossing Guards would lose their jobs over the installation of Pedestrian Priority Signals. Mr. Main stated that School Crossing Guards would be relocated when positions become available. He added that there had been traditionally a high turnover of School Crossing Guards and therefore this should not be a problem in finding suitable position for any School Crossing Guard that was made redundant through the installation of Pedestrian Priority Signals.

Following discussion, the Committee directed the Director of Traffic to provide a list of 50 potential sites for the installation of Pedestrian Priority Signals including the intersection of Greenhill Avenue and Monte/Pavarotti for distribution to Committee Members.

Subsequently, the Committee approved the following recommendation:

- (a) That the following guidelines, for the installation of pedestrian priority signals, be adopted as policy:
 - pedestrian priority signals should not be installed closer than 200 metres to another traffic control signal or stop sign on a two-way street or closer than 125 metres to another traffic control signal or stop sign on a one-way street.
 - pedestrian priority signals should not be installed on roadways with posted speed limits in excess of 60 km/h, at least for the duration of the demonstration period.
 - adequate sight distance must be available for both pedestrians and vehicles for the operating speed on the roadway.
 - a minimum of 100 pedestrians crossing the main street during the 7 highest hours of the day must be present.
 - fewer than 5,000 vehicles total per day must be present on the intersecting side street approaches; and,

- (b) That school crossing guards at pedestrian priority signal locations be retained for a period not to exceed two weeks after installation of the signals, to ensure that pedestrians using the signal operate the push buttons and understand the signals, following which the crossing guards will be removed.

*Alderman Kiss recorded as opposed to Sub-section 4 (b).

5. CHIEF ADMINISTRATIVE OFFICER/DIRECTOR OF PUBLIC WORKS

Amalgamation of Fleet Services Division of the Public Works Department and City Hall Garage Division of the Treasury Department

The Committee was in receipt of a report dated 1993 June 10 from the Chief Administrative Officer and Director of Public Works respecting the amalgamation of Fleet Services Division of the Public Works Department and City Hall Garage Division of the Treasury Department.

Mr. Pavelka spoke to the issue of the amalgamation of the Divisions of the Treasury Department and Public Works Department and stated that the social contract issue when presented by the Provincial Government may affect this amalgamation. He stated, however, that he would still like to see this amalgamation proceed on a trial basis and that he would report back to the Committee on any effects of the social contract in 4 to 6 weeks.

Subsequently, the Committee approved the following recommendation:

- (a) That the Fleet Services Division of the Public Works Department and City Garage of the Treasury Department be amalgamated to become one division in the Fleet Services Division of Public Works
- (b) That the presently vacant Superintendent of Operations position in the Fleet Services Division of Public Works with an annual salary, including benefits of \$75,761. be eliminated and the responsibilities be reassigned to the following:
 - i. Supervisor of City Garage
 - ii. Foreman I
 - iii. Administrative Co-ordinator
- (c) That the Supervisor, City Garage of the Treasury Department, Foreman I and Administrative Co-ordinator in the Fleet Services Division of the Public Works Department (annual salaries estimated approximately \$144,638.) be reclassified. (annual salaries estimated at approximately \$158,221.08)
- (d) That the presently filled Garage Attendant position be eliminated, when it becomes vacant, for an annual savings of salary, including benefits and overtime of \$42,268.
- (e) That the presently filled Chauffeur I position be retained to provide chauffeur service to the Corporation as required and that the job description be modified to expand duties related to the maintenance and administration of the car fleet. This will allow the Supervisor of the City Garage to manage the new responsibilities that have been redistributed from the vacant Superintendent of Operations position.

6. DIRECTOR OF PROPERTY**Sale of Surplus Parking Authority Lands**

The Committee was in receipt of an information report dated 1993 May 20 from the Director of Property respecting the Sale of Surplus Parking Authority Lands.

Following considerable discussion, the Committee agreed that a letter be forwarded to the Finance and Administration Committee indicating that the Transport and Environment Committee has concerns with the sale of the following surplus Parking Authority Lands: 18 Britannia Avenue, 36 Newlands Avenue, 90 Kinrade Avenue, 153 Sherman Avenue North and that the Finance and Administration Committee be requested to review and possibly delete these lots from the proposed lands for sale.

Alderman Merling then expressed concern over the use by the Parking Authority of the City Hall parking lot for Special Event parking in charging \$4. on concert nights/special events. Mayor Morrow also expressed concern but suggested that the Parking Authority notify the City through the Finance and Administration Committee of any future alterations to the parking fees in the City Hall parking lot. Alderman Agro stated that the decision had been made to utilize the City Hall parking lot in this fashion as this parking lot falls under the jurisdiction of the Parking Authority Board.

7. ALDERMAN T. JACKSON**Three-way Stop Control - Everest Street and Templemead Drive**

The Committee was in receipt of correspondence dated 1993 June 7 from Alderman T. Jackson respecting a request from area residents in a petition for a three-way stop control at Everest Street and Templemead Drive. Ms. Monica St. John of 32 Everest Street spoke to the issue stating that the implementation of the three-way stop at this intersection would correct a present, dangerous situation.

Subsequently, the Committee approved the following recommendation:

- (a) That a three-way stop control be implemented at the intersection of Everest Street and Templemead Drive.
- (b) That City Traffic By-law No. 89-72 be amended accordingly.

***Alderman Wilson and Alderman Eisenberger were recorded as opposed.**

8. MAYOR R. M. MORROW**Hamilton Harbour Commissioners
Windermere Basin Rehabilitation Project**

The Committee was in receipt of correspondence dated 1993 April 27 from the City Clerk respecting the Hamilton Harbour Commissioners - Windermere Basin Rehabilitation Project. The Mayor informed the Committee that the project is now complete and that the City had no further role to play in this regard.

9. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

Temporary Road Closure - Earthsong Festival

Alderman Agro assumed the Chair.

The Committee resumed its discussion respecting the proposed road closure for the Earthsong Festival in open session.

Mr. Powers of the Law Department spoke to the issue and stated that if the City approves the road closure, the proponent is legally within his rights to limit access to the property. Mr. Cutten stated that the taxi industry was only concerned with being able to drop off their fares at the entrance to the park. Mr. Powell stated that only Veterans cabs would be allowed to proceed past Dufferin Street on Macklin and past Franklin Street on Longwood. The other cab companies would be able to drop off their fares at these points and that alternate means of transportation would be available from that point to the gates of the park.

Following considerable discussion, the Committee approved the following recommendation:

That the application of Wm. Powell, agent for the Hamilton-Wentworth Creative Arts Earthsong Festival (401 Main Street West, Hamilton) to temporarily make Longwood Road between Franklin and the Princess Point entrance one way south and to temporarily close Macklin Street from Dufferin Road to Longwood Road, from Thursday, 1993 July 1 at 12:00 o'clock noon to Sunday, 1993 July 4 at 11:00 o'clock p.m., to hold the annual Earthsong Festival, be approved, subject to the following conditions:

- (a) That approval from Regional Police Services be received;
- (b) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- (c) That all barricading be supplied by and at the expense of the applicant;
- (d) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;
- (e) That no property owner or resident within the barricaded area be denied access to their property upon request;
- (f) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

Alderman Kiss again expressed concern over the notification of neighbourhood residents of the event taking place. Mr. Powell stated that he had and would continue to notify the neighbourhood and address any concerns that they have on an individual basis.

Alderman Merling assumed the Chair.

10. DIRECTOR OF PROPERTY**Offer to Purchase****Road Closure - Beckley Street****Toronto Area Transit Operating Authority**

The Committee was in receipt of a report dated 1993 June 17 from the Director of Property respecting an Offer to Purchase, Road Closure, Beckley Street, Toronto Area Transit Operating Authority.

Alderman Jackson indicated a Conflict of Interest and took no part in the discussion or voting on this matter.

The Committee approved the following recommendation:

- (a) That an Offer to Purchase (Highway Closure), to be executed by Lou Parsons, Chairman, and Rick Ducharme, Managing Director, on behalf of the Toronto Area Transit Operating Authority, and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said Agreement, but in any event no later than 1995 May 2, for the sale of part of Beckley Street, abstracted as part of Lots 99, 100, 101, 104 and part of the Market Reserve, and part of Hughson Street, designated as Part 2 on Reference Plan 62R-12475, more particularly described as having a width along the westerly limit of John Street of 13.213 metres (43.35 feet) more or less, by a depth of 206.069 metres (676.08 feet) more or less, being irregularly shaped and consisting of a total area of 2,009.82 square metres (21,635 square feet) more or less, be approved and completed, and the funds derived from this sale of \$432,700. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases).
- (b) That it be agreed that the balance due on closing to the City of the sale price of the closed highway known as Beckley Street, shall be reduced by the sum of \$64,585.56 and \$8,000., respectively. The \$64,585.56 is the purchase price payable by the City to the Toronto Area Transit Operating Authority for the sale to the City of land required for the City's sidewalk on the southerly limit of Hunter Street. The sum of \$8,000. represents the City's share of costs associated with the reconstruction of the steps located along the northerly boundary of Haymarket Street. The Toronto Area Transit Operating Authority agrees to convey the said sidewalk land and to dedicate the land between the sidewalk and the existing Hunter Street to the City in order that they may be established as part of Hunter Street by City by-law.

Said proposed conveyance and dedication to the City,

 - i. is outlined in Appendix "C" attached hereto;
 - ii. shall be surveyed by the Toronto Area Transit Operating Authority; and
 - iii. such conveyance and dedication shall be completed within two (2) months of the opening of the Go Station.
- (c) That this sale be conditional upon the Toronto Area Transit Operating Authority becoming the registered owner of the adjacent land.
- (d) That as the proposed closure and sale of the highway requires an alteration to a portion of adjacent highway not being closed, namely the construction of a median to separate the portion of Beckley Street being closed and sold to the Toronto Area Transit Operating Authority herein and the portion of Beckley Street which fronts onto James Street South that is remaining open - the closing of this sale to the Toronto Area Transit Operating Authority is conditional upon the City,
 - i. having published in the newspaper for four (4) successive weeks notice of Council's intent to pass such alteration by-law and to hear any person who claims that the person's land will be prejudicially affected by the by-law, and
 - ii. the City having decided after holding the said hearing, to proceed with the alteration by-law and the said alterations [Municipal Act, S. 297(1)(b) and S. 300].

- (e) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law to alter a portion of the adjacent highway to the proposed closure of a portion of Beckley Street.
- (f) That the City's deed to the purchaser be subject to an easement in favour of the Regional Municipality of Hamilton-Wentworth, over Part 2, Plan 62R-12475, or such lesser area as required by the Region.
- (g) That this sale be conditional upon the Toronto Area Transit Operating Authority, at its own expense, obtaining and maintaining Comprehensive General Liability (Wrap-Up) and Course of Construction Insurance covering itself and all contractors, sub-contractors, engineers, architects, consultants and sub-consultants, along with all subsidiary, affiliated and associated entities, including the City of Hamilton and the Regional Municipality of Hamilton-Wentworth, with whom Toronto Area Transit Operating Authority is associated through an agreement to construct as it relates to the lands herein. The Toronto Area Transit Operating Authority reserves the right to self-insure this risk and will indemnify against any losses that would have been covered by these policies should they decide to exercise their rights.
- (h) That upon completion of those improvements constructed upon City property (ramp, stairs, canopies) by the Toronto Area Transit Operating Authority, its agents, contractors, or assigns, the City shall accept ownership of said works, subject to a two (2) year warranty against defects after which maintenance shall be the responsibility of the City of Hamilton.
- (i) That the Commissioner of Transportation/Environmental Services be authorized to issue permits under the Streets By-law to the Toronto Area Transit Operating Authority to enter portions of Haymarket, Hughson and Hunter Streets adjacent to the proposed GO Station for the purpose of carrying out improvements required by the City to the streets, their sidewalks, stairs and ramp for pedestrian/vehicular access.
- (j) That the Toronto Area Transit Operating Authority, at its expense, before it commences use of the Go Station shall remove the three (3) concrete poles with luminaries fed by an underground duct.
- (k) That in consideration for, and as a condition of the sale of these lands, the Toronto Area Transit Operating Authority agrees:
 - i. to submit plans and any changes or deviations thereto for the approval of the Council of the City of Hamilton prior to the commencement of alterations to the former station and the subject land.
 - ii. to apply and pay for building permits in respect of its buildings and construction plans.
- (l) That it be a condition of this sale that the Toronto Area Transit Operating Authority agree to carry out and complete the said works as listed below on or before the opening of the Go Station to commuters.

The Said Works to be carried out by the Purchaser are as follows:

- i. Removal and replacement of 320 square metres, more or less, of deteriorated sidewalk along those portions of the south limit of Beckley Street to be closed and sold to the Purchaser.
- ii. Removal and replacement of 25 metres, more or less, of deteriorated concrete curb on Beckley Street.
- iii. Removal of concrete stairs and retaining wall which separated Beckley Street and Haymarket Street and replacement of same with new stairs and wheelchair accessible ramp. (The Vendor has adjusted the sale price as set out in Clause Number 1 to pay its share of City costs.)

- iv. Removal and replacement of concrete sidewalk and curb on Hughson and Haymarket Streets to facilitate construction of the new stairs and ramp aforementioned.
- v. Construction and installation of a canopy from the base of said stairs to the top and to encompass the proposed wheelchair ramp.
- vi. Construct and install an extended south vestibule area to accommodate wheelchair patrons in accordance with plans provided to, and approved by the Vendor.
- vii. Construct and install canopies and interfaces as close as possible to the adjacent street property lines and to include some type of pedestrian cover between the property and existing bridges, in order to provide a continuously covered fully accessible pedestrian walkway.
- viii. Construct and install contrasting tactile edging to facilitate pedestrian movements crossing the driveways at James and John Streets in accordance with Barrier-Free Design Standards.
- ix. To submit all future plans for review and comment.

11. **ALDERMAN F. EISENBERGER**

**Ozone Shield Protection Recommendations
Ecological and Environmental Advisory Committee**

The Committee was in receipt of correspondence dated 1993 May 21 from Alderman Eisenberger respecting Ozone Shield Protection Recommendations - Ecological and Environmental Advisory Committee.

Alderman Eisenberger reviewed the contents of the report and asked whether the City and Region were involved CFC recovery at this time. Mr. Guyatt responded that the Region takes all precautions to recovery CFCs. Mr. Lobo indicated that the City also follows strict guidelines in this regard. Alderman Eisenberger questioned whether the City and Region Purchasing Policies consider the purchase of non-ozone depleting refrigerant-type vehicles. Alderman Merling stated that the Purchasing Division has been directed to purchase only environmentally safe equipment.

Subsequently, the Committee directed the Chief Administrative Officer to write to the Ministry of the Environment and Energy indicating that the City supports the Ozone Protection Measures presented.

12. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1993 June 21

B.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 21

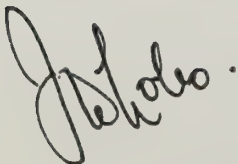
REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Construction of a Concrete Alley
First South of Cannon Street East from
Wentworth Street to Approximately 72 m Westerly (PW93.1038)

RECOMMENDATION:

- (a) that the construction of a concrete alley first south of Cannon Street East from Wentworth Street to approximately 72 m westerly proceed as a local improvement pursuant to Section 11 of the Local Improvement Act at an estimated gross cost of \$27,900 with a City's Share of \$16,390 and an Owner's Share of \$11,510 all as provided in the 1993 portion of the 1993 - 2002 Capital Budget; and,
- (b) that the total Owner's Share of \$11,510 be paid by the Municipal Non-Profit (Hamilton) Housing Corporation; and,
- (c) that the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- (d) that the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received.



D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1993 - 2002 Capital Budget. The estimated cost per metre for a concrete alley is \$95.00. If approved, this project will reduce the balances available in the City's Share to \$502,776 and the Owner's Share to \$502,724.

BACKGROUND:

We have received a request from the Municipal Non-Profit (Hamilton) Housing Corporation to pave the public alley first south of Cannon Street East from Wentworth Street to approximately 72 m westerly (see attached plan). Since there was no interest on behalf of other abutting owners to have the alley paved, and it mainly serves the residents of the Municipal Non-Profit (Hamilton) Housing Corporation, the Housing Corporation has agreed to pay the total Owner's Share for the proposed work.

RPM/jdh
Attach

c.c. J. J. Schatz, City Clerk
P. Noé Johnson, City Solicitor
Attention: S. Riley
A. Ross, City Treasurer
Attention: N. Adhya
G. W. Lawson, Commissioner of Finance
V.J. Abraham, M.C.I.P., Director of Local Planning
S. Reeder, Secretary, Finance & Administration Committee
D. Y. Onishi, Director of Design & Construction, Roads Department
M. Mascarenhas, General Manager Housing Department
Attention: J. Surmanski

HOUSING DEPARTMENT

MEMORANDUM

TO: Reg Meiers
Operations Engineer
Department of Public Works

FROM: Janet Surmanski
Assistant to the General Manager
Housing Department

PHONE: 546-3941

DATE: 1993 June 17

SUBJECT: 75 Wentworth Street North-North Alley

I am writing to confirm the following:

- 1) The Municipal Non-Profit (Hamilton) Housing Corporation wishes to proceed with the concrete paving at the above noted address as soon as possible.
- 2) The property owners share of \$11,500. will be paid by the Municipal Non-Profit (Hamilton) Housing Corporation for this work.

Attached, for your reference, please find a plan which shows the alley location. It is located between Ashley Street and Wentworth Street, along the north border of 75 Wentworth Street.

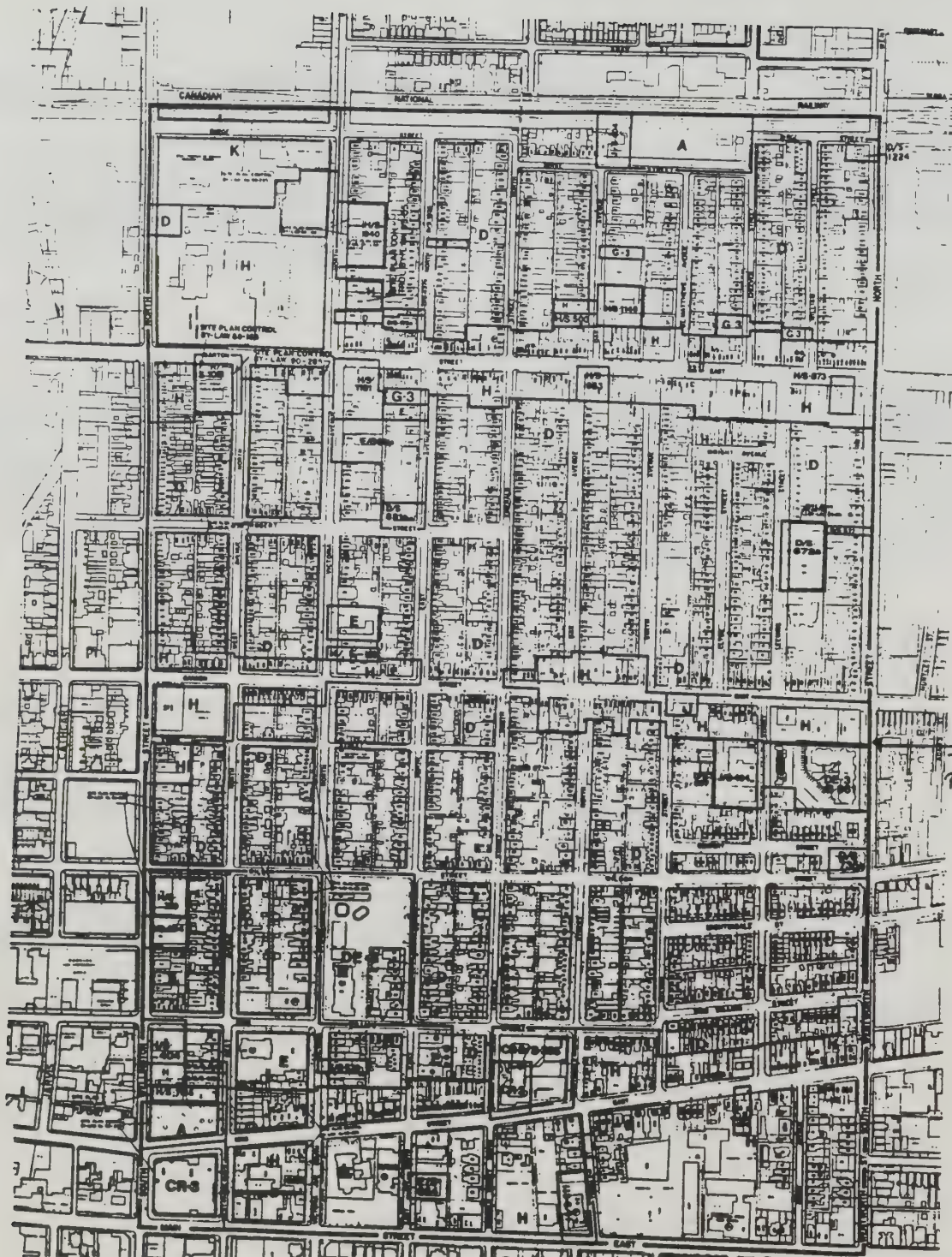
Please call me at extension 3941 if you require any further information.

Janet Surmanski

JS:jm

Enclosure





<table border="1"> <tr> <td>108</td> <td>60</td> <td>70</td> </tr> <tr> <td>90</td> <td>65</td> <td>48</td> </tr> <tr> <td>81</td> <td>126</td> <td>124</td> </tr> </table> <p>This is not a Legal Document For Zoning Verification Please Contact City Building Department.</p>	108	60	70	90	65	48	81	126	124	<p>CITY OF HAMILTON</p> <p>LANDSDALE</p> <p>ZONING</p>
108	60	70								
90	65	48								
81	126	124								
<p>Neighborhood Boundary</p> <p>Zoning Boundary</p> <p>Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton - Wentworth</p>	<p>SCALE</p> <p>6608</p> <p>85</p>									

Ca

CITY OF HAMILTON
- RECOMMENDATION -

DATE: July 5, 1993
60-13 K. A. Brenner

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT: Trout Unlimited Canada

RECEIVED

JUL 09 1993

CITY CLERKS

RECOMMENDATION:

That the City of Hamilton participate in Trout Unlimited Canada's "Storm Drain Marking Program" at the cost of Trout Unlimited or other agencies, but not the City of Hamilton.


P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Trout Unlimited has submitted the attached material to the City Clerk. The corporation is running a public awareness program known as the "Storm Drain Marking Program". This is essentially a program by which volunteers paint yellow fish next to catch basins to remind the public that catch basins generally go directly to lakes and rivers. In order to do this Trout Unlimited requires permission from the road authorities, i.e. City Council, to work on City streets.

Cont'd...

-Page 2-
July 5, 1993

Trout Unlimited Canada

Cont'd...

It is likely that in Hamilton, Trout Unlimited will work through or in conjunction with the Bay Area Restoration Council.

Administration details, including all matters pertaining to public liability but not restricted thereto, will be worked out in the future once Trout Unlimited and the Bay Area Restoration Council have completed their arrangements. At that time, if necessary, further reports will be submitted to the Transport and Environment Committee.

Staff sees no harm in permitting Trout Unlimited to paint yellow fish next to City catch basins. The City of Hamilton's cost would be minimal, involving a few meetings and the supply of some maps.

KAB:kk
Attach.



OFFICE OF THE CITY CLERK

MAY 0 5 1993

Bayfield Institute
867 Lakeshore Road
P.O. Box 5050
Burlington, Ontario
L7R 4A6

REC. BY _____ DATE _____
REF'D. TO *KC* DATE _____
REF'D. TO _____ DATE _____
REF'D. TO _____ DATE _____

ACTION: _____

April 29, 1993

The City of Hamilton
Joseph Schatz
71 Main St. W.
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

The Storm Drain Marking Program (SDMP) is a conservation and education project organized and supported by the Department of Fisheries and Oceans (DFO) and Trout Unlimited Canada (TUC). Participants mark a yellow fish symbol beside storm drains in their neighbourhood and hand informative material door to door. The symbol and hand-outs remind residents that if they dump hazardous substances into the drains, they may poison fish, and wildlife in nearby waterways. The participants are volunteers within the community who see a need for education and preservation.

This project, however, cannot succeed on it's own. Several groups play a role in its initiation. One of these groups is the municipality. The municipality plays a key role in the implementation of the program in each community. Not only do they provide the much needed approval to be able to paint on local streets, but they also provide maps of the drains, safety vests and pylons. I would also appreciate the municipality's approval in principle so we can continue with this project when contacted by a group. Please find the enclosed Municipality's Guide which outlines the role of the municipality for the program.

There are many groups seeking to start the program immediately. If you are contacted by any groups, could you inform them that a coordinator has been put in place for the Ontario Region and to have them get in touch with me. If need be, I can make myself available at your next council meeting to introduce the program to your municipality's council members. In the interim, could you please inform me of a contact within the municipality who I could get in touch with, as soon as possible, as there is much interest in this program.

Thank you for your time and
co-operation,

Dennis Jackson
Coordinator (Ontario Region)
Storm Drain Marking Program



CANADA

April, 1993

STORM DRAIN MARKING PROGRAM - BACKGROUND INFORMATION

The Storm Drain Marking Program was originally conceived and started in British Columbia in 1986 as a joint project of the federal Department of Fisheries and Oceans and the B.C. Ministry of the Environment.

Trout Unlimited Canada, a national, non - profit organization committed to the preservation of all fish habitat in Canada, adopted the program in May of 1991 and launched it in Calgary and subsequently in other Alberta locations.

Trout Unlimited developed the Yellow Fish Road designation and logo to give the program greater visibility.

After consultations with the federal Department of Fisheries and Oceans and the partners in the Great Lakes Action Plan, Trout Unlimited received the financial support which enabled it to launch the program in Ontario in April, 1993. In addition to the Department of Fisheries and Oceans, the Great Lakes Action Plan Partners include Agriculture Canada, Health and Welfare Canada, Environment Canada, Public Works Canada and Transport Canada. Other program sponsors are accelerating the expansion of the Yellow Fish Road Program campaign throughout the Great Lakes basin.

The primary goal of the Storm Drain Marking Program is to raise public awareness that what goes into street storm drains can end up in rivers and lakes and affect the quality of our water and pose a threat to wildlife.

In addition to stressing the direct linkage between storm drains and our waterways, the program also seeks to educate the public on proper methods for disposal of hazardous household materials such as motor oil, paints, pesticides and cleaning agents.

The Storm Drain Marking Program is a volunteer, community-based operation that involves all kinds of groups; school kids, girl guides, boy scouts, service clubs, church groups, and environmental clubs.

Anyone interested in starting a program in their municipality can receive advice and instruction plus informational literature by contacting the Storm Drain Marking Program Coordinator:

Dennis Jackson
Bayfield Institute
867 Lakeshore Road
P.O. 5050
Burlington, Ontario
L7R 4A6 (416) 336 - 6234



CANADA

WHY THE STORM DRAIN MARKING PROGRAM?

- * Every year 16.5 million litres of used oil end up in municipal landfills in Canada and another 4 million litres are poured directly into storm drains. (This is almost half the volume of oil spilled by the Exxon Valdez)
- * Oil and grease contain a wide array of hydrocarbon compounds, some of which are known to be toxic to aquatic life.
- * The major source of hydrocarbons in urban runoff is through leakage of crankcase oil and other lubricating agents from motor vehicles.
- * Most storm sewers drain directly into local rivers and lakes untreated.
- * One drop of oil can make 25 litres of water unfit for drinking.
- * Some 40 million Canadians and Americans depend on the Great Lakes for their drinking water.
- * Lake Ontario is the most polluted of the Great Lakes.
- * Nationally, Canadians generate more than 60,000 tonnes of household hazardous wastes annually.
- * Common examples of hazardous household wastes include old car batteries, lighter fluid, turpentine, gasoline, motor oil, pool chemicals, pesticides and rat poison.
- * Food, especially contaminated fish and wildlife is the major source of people's exposure to persistent toxic chemicals.
- * Statistics Canada estimates that in 1991 more than 26% of Canadian households had access to special waste disposal facilities.
- * In many communities, residents can drop off hazardous waste material at designated sites.

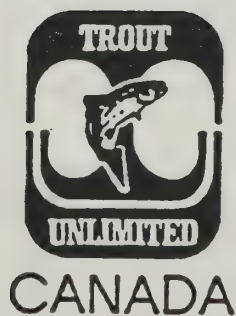
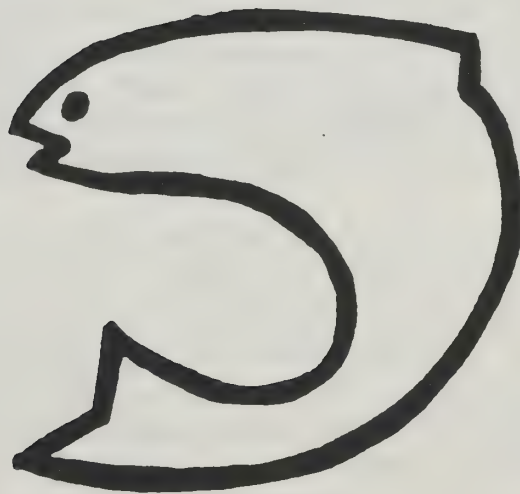


CANADA

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THE YELLOW FISH ROAD
STORM DRAIN MARKING PROGRAM
MUNICIPALITY'S GUIDE



Canada

TABLE OF CONTENTS

Introduction.....	1
Your Role As A Municipality.....	2
Coordinator's Checklist.....	4
How To Mark A Storm Drain.....	5

INTRODUCTION

The Storm Drain Marking Program (SDMP) is a conservation and education project organized and supported by the Department of Fisheries and Oceans (DFO) and Trout Unlimited Canada (TUC). Participants mark a yellow fish symbol on storm drains in their neighbourhood and hand out informative material door to door. The symbol and hand-outs remind residents that if they dump hazardous substances into the drains, they may poison fish and wildlife in nearby waterways. The SDMP is ideal for children because they love to paint on the street, with permission, but more importantly, they learn a new way of caring for the environment. The activities that accompany the Instructor's Guide for the Storm Drain Marking Program will inform participants about the vulnerability of fish habitat, some of the human impacts that threaten fish populations, and how these impacts can be reduced.

The SDMP was first conceived and started in 1986 in British Columbia as a joint project of the federal Department of Fisheries and Oceans and the provincial Ministry of the Environment. An expansion of this program, "The Yellow Fish Road", has since been initiated by Trout Unlimited Canada in Calgary and is now extending across Canada. The program has also been implemented in St. John's Newfoundland and parts of Yellowknife in the North West Territories.

Since then, TUC has joined forces with DFO for the Central and Arctic region (geographically includes Ontario, Prairie provinces, North West Territories and the Arctic). The partnership of DFO and TUC plays a key role in the execution of the Yellow Fish Road program. They provide guidance to volunteers in the implementation of the program and also provide informative fish shaped door hanger notices that the participants distribute door to door. Both DFO and TUC also provide the official stencil used in the marking of the actual drain, as well as, stickers on which the participants are to write the address of their community's local hazardous waste disposal site and its phone number. To raise awareness of the environmental impact to the fishery and its habitat, an instructors guide for teachers and interested initiators of this program is available.

The Yellow Fish Road, Storm Drain Marking Program reflects both DFO's and TUC's desire to protect our aquatic resources and to facilitate its development and use for maximum benefit of both this and future generations of Canadians.



Judy McKearney
National Coordinator
Storm Drain Marking Program
Trout Unlimited Canada
P.O. Box 6270, Station D
Calgary, Alberta
T2P 2C8
(403) 221-8373

 Fisheries and Oceans Pêches et Océans

Pierre Paquette
Department of Fisheries and Oceans
867 Lakeshore Road
Burlington, Ontario
L7R 4A6
(416) 336-6240

YOUR ROLE AS A MUNICIPALITY

To implement the Storm Drain Marking Program in a community, approval from the local municipal government comes first. Without such approval, marking storm drains may be considered illegal.

Your role as a municipality is crucial in ensuring safe excursions. Your involvement demonstrates your support of an environmental program designed specifically for households in your community. Your involvement consists of the following:

Process

For the implementation of this program to succeed, it is necessary for the municipality to be in agreement with all elements of the program. The involved interest groups will provide and action plan. To be successful, the program requires the cooperation of the municipality and the partnership of the Department of Fisheries and Oceans and Trout Unlimited Canada.

Safety

In order to ensure a safe and enjoyable learning experience, there is a need for safety vests and safety pylons to be supplied for use at marking sites.

Liability

The municipality is not liable for the marking excursions (except when the municipality implements the program). The Coordinator of a particular field trip is responsible for providing the liability waivers to the participants.

Street Maps

To ensure clear directions for a given outing, a local street map identifying the exact location of storm drains is a must! Again the municipality is the best source to obtain such information.

Public Education

There is a clear need for on-going public education about the hazards of many consumer products. Most people are not aware that many of their household products can be dangerous to both public health and the environment when disposed of in a storm drain.

Past experience has demonstrated a high level of support for household hazardous waste (HHW) collections, once the public is alerted to HHW problems. This indicates that people are concerned by the threat of HHW to the quality of their environment.

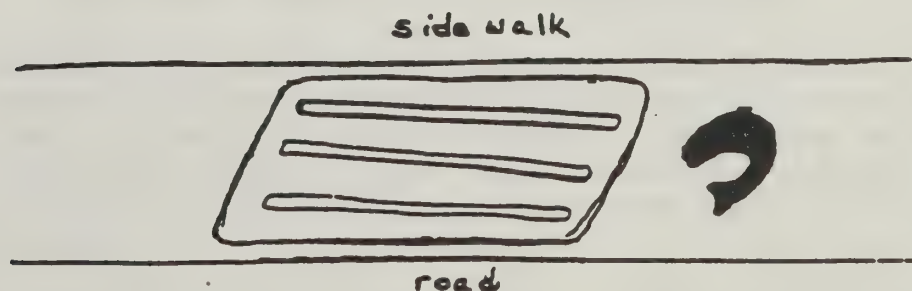
The Storm Drain Marking Program provides an excellent vehicle for the municipality to educate the general public of proper methods of disposal for HHWs.

A COORDINATOR'S CHECKLIST

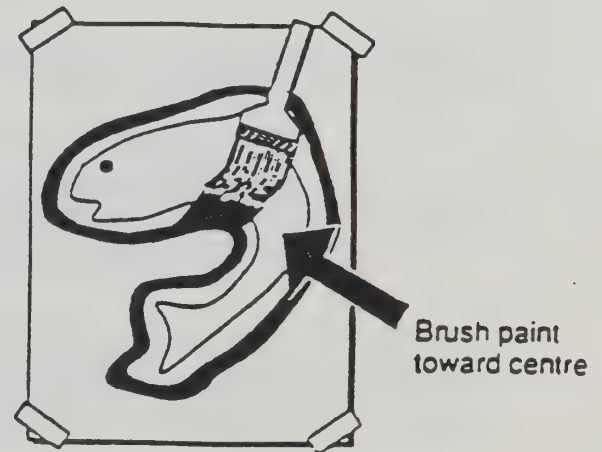
1. Before embarking on the Storm Drain Marking Program, various permissions must be obtained. Please contact the Department of Fisheries and Oceans or Trout Unlimited Canada for information regarding these procedures.
2. Develop a brief report and submit it to your local municipality for approval. The report should focus on a plan of action.
3. To enhance the educational value of the Storm Drain Marking experience, it is recommended that the participants take part in one or more of the activities included in the Instructor's Guide (available from DFO/TUC) before marking the drains.
4. With the participants, fill out the hazardous waste disposal information on the stickers provided and attach them to the yellow fish-shaped door hangers. The distribution of this material to households will raise awareness about the disposal of hazardous goods and is an important educational component of the program.
5. It is recommended that excursions consist of groups of six individuals:
 - 2 painting the fish symbol
 - 2 wearing safety vests and watching traffic
 - 2 delivering fish-shaped door hangers to the homes or businesses on the street where the drains are being marked.
6. Review how the groups should go about marking the drains.
7. Supply each group with the following materials:
 - fish-shaped door hangers with stickers attached
 - 1 pylon
 - 2 safety vests
 - yellow paint in a squeezable bottle (exterior acrylic latex)
 - whisk broom
 - map with drains marked on it
 - bag (ie. plastic ziploc) to put wet paintbrush in
 - garbage bag for debris
 - fish stencils
 - 1/2" paint brush
 - masking tape

HOW TO MARK A STORM DRAIN

1. Prior to marking symbols, the leader should ensure that the waiver claim has been completed.
2. Groups are usually made up of six individuals:
 - 2 painting the fish symbol
 - 2 wearing safety vests and watching traffic
 - 2 delivering fish-shaped door hangers to the homes or businesses on the street where the drains are being marked.
3. Place a pylon three feet in front of the drain on the road. The two participants wearing the safety vests stand behind, to the right and left, of the pylon and face the oncoming traffic.
4. Collect any debris on or near the storm drain, such as leaves, grass, or paper and place the refuse in the garbage bag provided.
5. Use the whisk broom to brush dirt, dust, gravel, or sand from the site to be marked.
6. Place the fish stencil on the cement or asphalt area to the right or left of the drain. The fish stencil should appear upright from the road. Place pieces of masking tape on the 4 corners of the fish stencil to secure it to the cement or asphalt surface.



7. Carefully squeeze a line of paint along the outline of the fish symbol and approximately 1/4" in from the edge of the stencil.
8. Take the paint brush and gently brush a line of paint inward towards the centre of the fish symbol. Continue brushing until the surface of the fish symbol is completely and evenly painted.



9. Carefully remove the stencil from the cement or asphalt. We encourage you to reuse the stencil, if you feel it could be safely carried to the next marking site. Otherwise, fold the stencil and place it in the garbage bag.
10. Be sure to place the paint brush in the plastic bag supplied to prevent the paint from hardening on the brush.
11. While the above procedure is in progress, other members of the group should place the fish-shaped door hangers on doorhandles of each house on the street where storm drains are being marked.
12. Identify marked storm drains on the map provided.

Cb)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 8
S708-71, M.J. Inrig
S715-31
S715-32

RECEIVED

JUL 09 1993

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

CITY CLERKS

FROM: Mr. E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: 1993 Servicing Expenditures Related to Subdivisions (R-93-58)

RECOMMENDATION:

- a) i) That the submitted schedule of works be adopted for inclusion in the subdivision agreements with the Owners for the estimated cost of services in:

"HAMILTON GOURLEY - PHASE 1", Hamilton

City's Share - NIL, Owner's Share - \$19,492.00

"ORCHARD PARK ESTATES - PHASE 2", Hamilton

City's Share - \$3,696.00, Owner's Share - \$83,868.00

"ORCHARD PARK ESTATES - PHASE 3", Hamilton

City's Share - \$8,260.00, Owner's Share - \$95,746.00

- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreements with the owners of "Hamilton Gourley - Phase 1", Hamilton, "Orchard Park Estates - Phase 2", Hamilton and "Orchard Park Estates - Phase 3", Hamilton as well as any other related documents for these developments, subject to the approval of the City Solicitor.
- iii) That approval of the above noted clauses be subject to the condition that no work be commenced until the final plans and subdivision agreements have been registered.

Cont'd...

1993 Servicing Expenditures Related to Subdivisions

Cont'd.....

- iv) That in the event the Owners wish to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for Pre-Servicing.
- v) That the City's share of services in "Orchard Park Estates - Phase 2", Hamilton (\$3,696.00) and "Orchard Park Estates - Phase 3", Hamilton (\$8,260.00) be approved and that the Finance and administration Committee recommend the source of funding for these projects.



E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"HAMILTON GOURLEY - PHASE 1"

There are no costs to the City associated with the development of this subdivision.

"ORCHARD PARK ESTATES - PHASE 2"

The total estimated cost of the City's share to be approved at this time for "Orchard Park Estates - Phase 2" is \$3,696.00. This cost is associated with above ground municipal services on Appleblossom Drive adjacent to lands which are external to the plan of subdivision. Cost sharing between the City and the Subdivider for this development are in accordance with current City cost sharing policies. The City's share can be fully recovered through the mechanism of 0.30 metre reserves when adjacent lands develop.

"ORCHARD PARK ESTATES - PHASE 3"

The total estimated cost of the City's share to be approved at this time for "Orchard Park Estates - Phase 2" is \$8,260.00.

A portion of the City's share (\$5,160.00) is associated with extra depth asphalt on Brigadoon Drive. The remainder of the City's share (\$3,100.00) is associated with fencing along the rear of Lots 7-12 (inclusive). These lots are adjacent to City parklands therefore, in accordance with current City cost sharing policies, the City will be paying 50% of the cost for the fence. Both costs to the City, described above, are non-recoverable in the future.

Cont,d.....

1993 Servicing Expenditures Related to Subdivisions

Cont'd.....

BACKGROUND:

"HAMILTON GOURLEY - PHASE 1"

On 1993 March 30, City Council in adopting Item 14(B) of the Planning and Development Committee Report 6-93 approved the proposed draft plan for "Hamilton Gourley - Phase 1" under the condition that the Owner (Ontario Land Corporation) enter into a subdivision agreement with the City of Hamilton.

The development of "Hamilton Gourley - Phase 1" will result in the creation of twenty (20) single family residential lots. In this particular development, the above ground works for the interior streets were constructed under "Summerfield at the Orchards" subdivision. Therefore, with the exception of lot grading, sodding and tree planting, the developer will not be installing any above ground works for this subdivision. Under the City subdivision agreement for "Summerfield at the Orchards" subdivision, the City paid the cost for above ground services adjacent to the lots in "Hamilton Gourley - Phase 1" subdivision and the City will be recovering these monies under Schedule "G-b" of the City's subdivision agreement with the Ontario Land Corporation.

The lands of "Hamilton Gourley - Phase 1" subdivision are located north of Stone Church Road West and east of Garth Street in the Gourley Planning Neighbourhood.

"ORCHARD PARK ESTATES - PHASE 2 AND PHASE 3"

On 1989 July 25, City Council in adopting Item 24 of the Planning and Development Committee Report 17-89 approved the proposed draft plan for "Orchard Park Estates" under the Condition that the Owner (Starward Homes Ltd.) enter into a subdivision agreement with the City of Hamilton. "Orchard Park Estates - Phase 2 and Phase 3" are smaller phases of the original approved draft plan.

The development of "Orchard Park Estates - Phase 2" will result in the creation of twelve (12) single family residential lots and the potential for up to eight (8) future single family residential lots along the south side of Appleblossom Drive. "Orchard Park Estates - Phase 3" will establish twelve (12) single family residential lots along the east and west sides of Brigadoon Drive. There will be cost sharing for both phases of "Orchard Park Estates" in accordance with current City cost sharing policies as explained in the Financial Section of this report.

Cont'd.....

-Page 4-
1993 July 8

1993 Servicing Expenditures Related to Subdivisions

Cont'd.....

The lands of "Orchard Park Estates - Phase 2 and Phase 3" subdivisions are located north of Stone Church Road West and west of Chesley Street in the Gourley Planning Nieghbourhood.

 MJI:

cc: Councillor D. Ross, Chairman, Finance and Administration Committee
cc: S. Reeder, Secretary, Finance and Administration Committee
cc: A. Ross, City Treasury Department

1993 SUBDIVISION EXPENDITURE SUMMARY

CITY'S SHARE OF EXPENDITURES

Name of: SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- HAMILTON GOURLEY PHASE 1 ONTARIO LAND CORPORATION - A. J. Clarke & Associates - W. Bruce Clarke, O.L.S. (Dept. File: S708-71)	20 Lots Hamilton	Item 14(b) P&D 6-93 93-03-30	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$0.00 \$0.00 \$0.00 \$0.00	\$0.00	\$19,492.00	\$19,492.00
- ORCHARD PARK ESTATES PHASE 2 STARWARD HOMES LTD. - A. J. Clarke & Associates Ltd. - B. J. Clarke, O.L.S. (Dept. File: S715-31)	12 Lots Hamilton	Item 24 P&D 17-89 89-07-25	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting	\$545.00 \$875.00 \$2,071.00 \$64.00 \$141.00	\$0.00 \$0.00 \$0.00 \$0.00	\$3,696.00	\$83,868.00	\$87,564.00
- ORCHARD PARK ESTATES PHASE 3 STARWARD HOMES LTD. - A. J. Clarke & Associates Ltd. - B. J. Clarke, O.L.S. (Dept. File: S715-32)	12 Lots Hamilton	Item 24 P&D 17-89 89-07-25	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting Fencing	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$0.00 \$0.00 \$5,160.00 \$0.00 \$0.00 \$3,100.00	\$8,260.00	\$95,746.00	\$104,006.00
TOTALS:				\$3,696.00	\$8,260.00	\$11,956.00	\$199,106.00	\$211,062.00

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

Cc)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: July 8, 1993

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED

JUL 09 1993


CITY CLERKS

SUBJECT:

Incorporating certain City lands into a street by By-Law. (R-93-56)

RECOMMENDATION:

- a) That the following City lands be incorporated into a street as noted in Schedule "A":
Butler Drive Parts 11 & 14 62R-10568
- b) That the By-Law to carry out the incorporation of the said lands into the foregoing street be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...


- Page 2 -
July 8, 1993

BACKGROUND:

To complete the final street width or provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Butler Drive	Part of Parcel "B", Reg. Plan No. 909, designated as Part 14, Plan 62R-10568 and Part of Holland Avenue, Reg. Plan No. 909 (now closed by Judge's Order No. 062794), designated as Part 11, Plan 62R-10568.	N/A	To complete the final width of Butler Avenue in that area.	S610-01 S610-03

 cb:HS
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

**TO INCORPORATE PARTS 11 & 14, PLAN 62R-10568
INTO BUTLER DRIVE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Butler Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows: -

1. The following lands are hereby established and laid out as a public highway to form part of Butler Drive.

Part of Parcel "B", Registered Plan No. 909, designated as Part 14, on Plan 62R-10568 and Part of Holland Avenue, Registered Plan No. 909 (now closed by Judge's Order No. 062794), designated as Part 11, on Plan 62R-10568.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1993.

City Clerk

Mayor

Cd)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: July 8, 1993
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee
FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

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JUL 09 1993

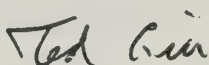
CITY CLERKS

SUBJECT:

To amend By-Law No. 92-291 and By-Law No. 92-292, which incorporated Parts 3 and 7, on Plan 62R-12372, into Gondola Street and Duncairn Crescent, respectively. (R-93-57)

RECOMMENDATION:

- a) That the pre-amble in both By-Laws be amended to "Part of Parcel 18-6, Section Bar.7", instead of Parcel 18-1.
- b) That the By-Laws to carry out the incorporation of the said lands into the foregoing street be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

RD
cb:HS
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

TO AMEND BY-LAW NO. 92-292

**TO INCORPORATE PART 7, PLAN 62R-12372 AND
PART 1, PLAN 62R-12403 INTO DUNCAIRN CRESCENT**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Duncairn Crescent by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Duncairn Crescent, described as part of Parcel 18-1, Section Bar.7 in By-Law No. 92-292, are hereby revised and amended as follows;

Part of Parcel 18-6
Section Bar.7

Being Part of Lot 18, Concession 7, in the former geographic township of Barton, designated as part 7, Plan 62R-12372, being part of the Parcel.

Part of Parcel 1' Reserves -1
Section M-129

Being Part of Block "EX", Plan M-129, designated as Part 1, Plan 62R-12403, part of the Parcel.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1993.

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 93-

TO AMEND BY-LAW NO. 92-291

**TO INCORPORATE BLOCK FX, PLAN M-129 AND
PART 3, PLAN 62R-12372 INTO GONDOLA STREET**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Gondola Street by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Gondola Street, described as part of Parcel 18-1, Section Bar.7 in By-Law No. 92-291 are hereby revised and amended as follows;

Part of Parcel Reserves -1
Section M-129

All of Block "FX", Plan M-129, being Part of the Parcel.

Part of Parcel 18-6
Section Bar.7

Part of Lot 18, Concession 7, in the former geographic township of Barton, designated as Part 3, on Plan 62R-12372, being part of the Parcel.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1993.

City Clerk

Mayor

(e).

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 12
A02-04 J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director,
Roads Department

SUBJECT: 1993 User Fees Amendment (R-93-59)

RECOMMENDATION:

That the user fee schedule approved by City Council on December 8, 1992 and as amended on February 9, 1993 as Section 40 of the Second Report of the Transport and Environment Committee, be amended to increase the Registration fees for City documents from \$27.00 to \$50.00 as determined by the Land Registry Office, and that the Commissioner of Transportation/Environmental Services be authorized to amend the fees in accordance with any future imposed increases in Registration fees.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The increase by the Land Registry Office of \$23.00 per document registered, will result in an annual increase of approximately \$6,000.00 for the documents registered by the Traffic Department and this Department. The existing policy requires that these fees be paid by the applicant.

BACKGROUND:

Effective July 2, 1993, the fee for registration of documents, payable to the Land Registry Office, was increased from \$27.00 to \$50.00. This increase affects the current users fee for encroachment agreements, discharges and commercial and residential boulevard paving agreements.

Accordingly, the City of Hamilton User Fee Schedule approved by Council on February 9, 1993 should be amended.

cont'd...

-Page 2-

July 12, 1993

User Fee Amendments

cont'd...

Since the City is not in control of the increases imposed on the registration of documents this Department recommends that any future increases from the Registry Office be applied automatically to adjust the user fee schedule.

 JKC:

cc: W. Gilchrist, City Treasury Department
cc: C. Van Berkel, Traffic Department

CITY OF HAMILTON
LOCAL ROADS - REGION
SCHEDULES OF 1993 USER FEES

DESCRIPTION OF SERVICE	USER FEE OR CHARGE		
	1992 FEE	1993 FEE	%INCREASE OVER 1992
1. PASSIVE ENCROACHMENT ON ROAD ALLOWANCE			
a) INITIAL FEE			
Processing Fee	\$ 83.00	\$131.00	0.0%
Registration Fee	27.00	\$50.00	
b) ANNUAL INSURANCE FEE	20.00	20.00	
c) ANNUAL FEE			
(i) Landscaping			
Area greater than 100m ²	30.00	30.00	0.0%
Area less than 100m ²	0.00	0.00	0.0%
(ii) Overhead			
Overhanging signs, fire escapes, canopies, marquees, etc.	10% of market or \$30.00 min.	10% of market or \$30.00 min.	0.0%
2. ACTIVE ENCROACHMENTS ON ROAD ALLOWANCE			
a) INITIAL FEE			
Processing Fee	178.73	180.00	.01%
Registration Fee	27.00	50.00	0.0%
b) ANNUAL INSURANCE FEE	20.00	20.00	0.0%
c) ANNUAL FEE			
(i) Patio Cafes			
Processing and Seasonal Fee (6 months)	\$230 initial fee 6/12 of 10% of market of value	\$930.00 initial fee and 6/12 of 10% of market value	304%
(ii) Areaways	10% of 50% of market value	10% to 50% of market value	0.0%
(iii) Pedestrian Bridges	10% of market value (nil within "+15" area)	10% of market value	0.0%

Cont'd...

Description of Service	USER FEE OR CHARGE		
	1992 Fee	1993 Fee	% Increase over 1992
2. <u>ACTIVE ENCROACHMENTS ON ROAD ALLOWANCE</u> (Cont'd)			
(iv) Utility Corridors for Services, Pipes			
1) Overhead Utility Corridor - Pipe & Bridges	10% of market value	10% of market value	0.0%
2) Underground Utility Corridor	10% of 50% of market value	10% to 50% of market value	0.0%
(v) BENCHES Annual Fee (existing agreement)	\$48/bench	\$54.00/bench	13.0%
(vi) WHEEL CHAIR RAMPS	\$13/year	\$14.00/year	8.0%
(vii) NEWSPAPER BOXES Annual Fee	\$13/box	\$14.00/box	8.0%
(viii) TELEPHONE KIOSKS Annual Fee	11% of gross revenue	agreement under review	0.0%
3. <u>PERMANENT ROAD CLOSURE</u>	\$250 (\$100 is refunded to applicant if withdrawn prior to Committee)	\$598 (\$100 is refunded to applicant if withdrawn prior to Committee)	139.0%
4. <u>ENQUIRIES REGARDING STATUS OF ENGINEERING AGREEMENT</u>			
a) If field investigation required	NIL	\$45.00	
b) If no field investigation	NIL	\$24.00	
5. <u>WHEN A STATUS OF INQUIRY RESULTS IN A DISCHARGE OF AGREEMENT</u>	NIL	\$76.00	
6. <u>DISCHARGE OF AGREEMENTS (ROAD ALLOWANCE)</u>	\$130.00	\$130.00	
* 7. <u>TRUCK OVERLOAD FEES</u>			
Tractor Trailer	\$131.00	\$135.00	3.0%
Single Unit Truck	\$218.00	\$225.00	3.0%

* Previously approved by City Council on December 8, 1992

Da)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 6

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase Road Closure
Part of Belview Avenue
Part 3, 62R-12325 to
Glendale Realty Holdings Inc.
Part 2, 62R-12325 to
Barrealco Inc.

RECEIVED

JUL 07 1993

CITY CLERKS

RECOMMENDATION:

- a) That an Offer to Purchase (Highway Closure), executed on June 28, 1993 by Mr. Mark Litwin, Director, on behalf of Glendale Realty Holdings Inc., and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph 8 of said Agreement, but in any event no later than December 16, 1993, for the sale of part of Belview Avenue, designated as Part 3, 62R-12325, more particularly described as having a width of 7.621 metres (25.0 feet) by 89.753 metres/89.694 metres (294.46 feet/294.27 feet) and containing an area of 0.068 hectares (0.16803 acres), be approved and completed, and the funds derived from this sale of \$5,000 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases).
- b) That the City's deed to the Purchaser be subject to an easement in favour of the Regional Municipality of Hamilton-Wentworth, Union Gas Limited, Bell Telephone Company, Ontario Hydro, Hamilton Hydro and the Local Cablevision Company over Part 3, 62R-12325, or such lesser areas as required by the above parties.
- c) That this sale be conditional upon:
 - i) The Purchaser confirms that the sale of the land in the Offer to Purchase to the Purchaser by the City is a condition or requirement of the Purchaser's agreeing to use the access route including the said Part One, 62R-12325, and other relating lands.

Accordingly, the Purchaser agrees that the deed to him of the land in the Offer to Purchaser, which he shall execute before closing, shall include the Purchaser's covenant to the City that, in the event that an Agreement dated March 22, 1993, entered into by the City and Glendale Realty Holdings Inc., regarding the use of part One, 62R-12325 and adjacent land, is not complied with by Glendale Realty Holdings Inc., that the Purchaser for itself, its successors and assigns agrees that it shall, if required by the City, reconvey the land (described in the Offer to Purchase) to the City for the sum of \$1.00, free and clear of all encumbrances (except the easements referred to herein) and without compensation for any improvements, alterations or other expenses incurred by the Purchaser in respect of the said land or the said reconveyance to the City.

The parties agree to revisions to this said paragraph, if necessary, to ensure registration of the City's deed to the Purchaser incorporating the said paragraph.

- ii) The closing of the sale of the closed portion of Belview Avenue from the City to the Purchaser shall not result in the termination of the terms of this Agreement between the parties by merger. The terms of this Agreement remaining to be performed by the parties shall continue in full force and effect notwithstanding the said conveyance of lands by the City to the Purchaser.
- d) That an Offer to Purchase (Highway Closure), executed on June 28, 1993 by Mr. Mark Litwin, Sole Director and President, on behalf of Barrealco Inc. (a subsidiary of Glendale Spinning Mills), and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph 8 of said Agreement, but in any event no later than December 16, 1993, for the sale of part of Belview Avenue, designated as Part 2, 62R-12325, more particularly described as having a width of 7.621 metres (25.0 feet) by 89.694 metres/89.636 metres (294.27 feet/294.08 feet) and containing an area of 0.068 hectares (0.16803 acres), be approved and completed, and the funds derived from this sale of \$5,000 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases).
- b) That the City's deed to the Purchaser be subject to an easement in favour of the Regional Municipality of Hamilton-Wentworth, Union Gas Limited, Bell Telephone Company, Ontario Hydro, Hamilton Hydro and the Local Cablevision Company over Part 2, 62R-12325, or such lesser areas as required by the above parties.
- c) That this sale be conditional upon:
 - i) The Purchaser confirms that the sale of the land in the Offer to Purchase to the Purchaser by the City is a condition or requirement of the Purchaser's agreeing to use the access route including the said Part One, 62R-12325, and other relating lands.

1993 July 6

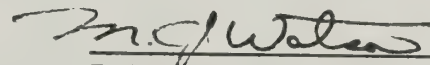
Transport and Environment Committee

Page 3

Accordingly, the Purchaser agrees that the deed to him of the land in the Offer to Purchaser, which he shall execute before closing, shall include the Purchaser's covenant to the City that, in the event that an Agreement dated March 22, 1993, entered into by the City and Glendale Realty Holdings Inc., regarding the use of part One, 62R-12325 and adjacent land, is not complied with by Glendale Realty Holdings Inc., that the Purchaser for itself, its successors and assigns agrees that it shall, if required by the City, reconvey the land (described in the Offer to Purchase) to the City for the sum of \$1.00, free and clear of all encumbrances (except the easements referred to herein) and without compensation for any improvements, alterations or other expenses incurred by the Purchaser in respect of the said land or the said reconveyance to the City.

The parties agree to revisions to this said paragraph, if necessary, to ensure registration of the City's deed to the Purchaser incorporating the said paragraph.

- ii) The closing of the sale of the closed portion of Belview Avenue from the City to the Purchaser shall not result in the termination of the terms of this Agreement between the parties by merger. The terms of this Agreement remaining to be performed by the parties shall continue in full force and effect notwithstanding the said conveyance of lands by the City to the Purchaser.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

In adopting Item #26 (a) & (b) of the 5th Report of the Transport and Environment Committee, City Council on April 14, 1992 authorized the staff to take the appropriate action to sell part of Belview Avenue to Glendale Spinning Mills for the sum of \$1.00.

1993 July 6

Transport and Environment Committee

Page 4

Notwithstanding the above City Council direction, we advise that during our negotiations on the documentation of the road closure, Glendale Spinning Mills stated that they would pay up to \$10,000 for the Belview road allowance. The estimated market value of the site is approximately \$30,000. The \$20,000 difference in price can easily be identified as injurious affection due to the loss of use by Glendale for their interior parking lot which has been disrupted by the establishment of a truck drive-through by the City of Hamilton as part of the lease with C.N. Rail. The lease and resulting changes to Glendale's truck access is designed to diminish truck traffic on Primrose Avenue.

We are advising the Committee of this new information to state that there is no bonusing involved by the City selling the road allowance to Glendale Spinning Mills for the sum of \$10,000.

MCJW/klb

c.c. Robert M. Morrow, Mayor

Alderman D. Drury, Alderman, Ward 3

Alderman Bernie Morelli, Alderman, Ward 3

P. Noé Johnson, City Solicitor

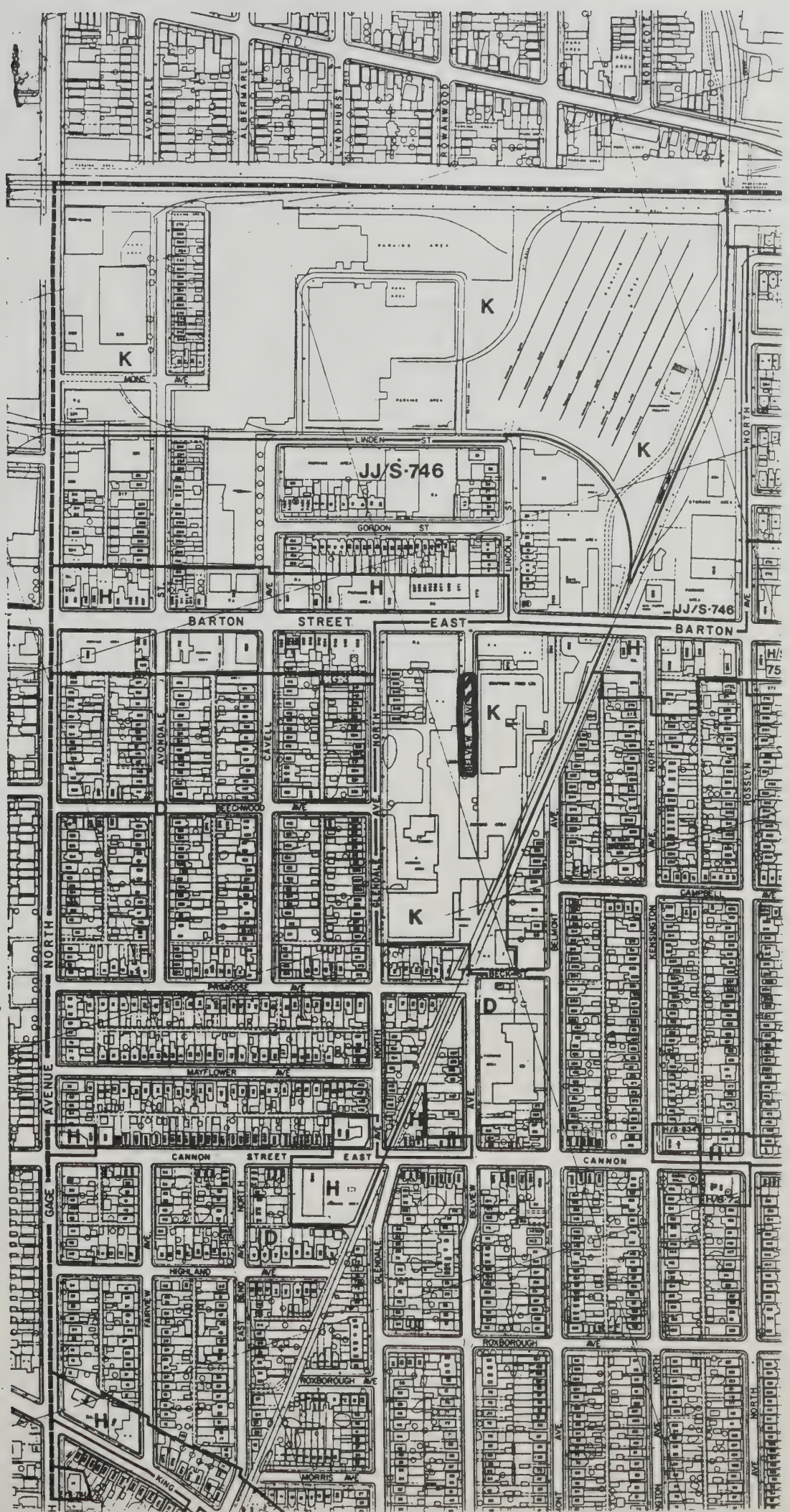
Attention: D. Powers

Allan C. Ross, Treasurer

D. Lobo, Director of Public Works

Attention: H. Milsome

K. M. Lau, Manager of Legal Surveys, Roads Department



Dby

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 7

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: Purchase of Part of the Property
at 819 Rymal Road East from
Garnet Hyslop and Jean Hyslop Required
for the Extension of Eaglewood Drive

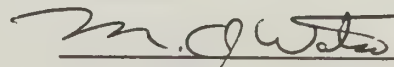
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JUL 07 1993

CITY CLERKS

RECOMMENDATION:

- a) That an Option to Purchase, duly executed by Garnet Hyslop and Jean Hyslop on June 9, 1993 and scheduled for closing on or before September 20, 1993, for the purchase by the City of a parcel of land being composed of part of Lot 7, Concession 8, formerly in the geographic Township of Barton, now in the City of Hamilton, containing 310.28 square metres (0.076 acres) more or less, shown as Parts 12 and 13 on Plan 62R-9927, being rear land of 819 Rymal Road East, be approved and completed, and the purchase price of \$502 be charged to Account No. CH 5X323 00107 (Services Through Unsubdivided Lands). Subject land is required for the extension of Eaglewood Drive.
- b) That it is understood and agreed that all costs (including land and construction costs) for the establishment of this extension of Eaglewood Drive will be charged against the One Foot Reserve and recovered at the time of development of the abutting land in accordance with municipal subdivision policies in effect at the time of development.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

On October 27, 1992, City Council approved Item 35 of 11th Report of the Transport and Environment Committee, authorizing the purchase of subject parcel of land for the extension of Eaglewood Drive in Gagliano Gardens Addition Subdivision, in order to implement the Eleanor Neighbourhood Plan.

This recommendation to purchase the subject land is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of their land.

The City will establish a one foot reserve along the proposed roadway in order to recover costs for land and services from the abutting developers.

AC/klb

c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer

K. M. Lau, Manager of Legal Surveys, Roads Department

D. V. Christilaw, Subdivision Administrator, Roads Department

Dc)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 9

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase Easement Agreement
The Sisters of St. Joseph of Hamilton
Part of Closed Road Allowance - Owen Place

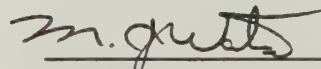
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JUL 09 1993

CITY CLERKS

RECOMMENDATION:

- a) That an Offer to Purchase Easement Agreement, executed by Sister Teresita McNally, General Supervisor, of The Sisters of St. Joseph of Hamilton, on June 7, 1993, and scheduled for closing thirty (30) days after the enactment of a by-law to sell the closed road allowance between 41 and 49 Owen Place, for the purchase of an easement for services to St. Joseph's Ambulatory Care Centre (sewer and water), more particularly described as Reserved for Street, Parcel C, 0.305 Reserve, Registered Plan 851, having a frontage along the westerly limit of Owen Place of 7.92 metres (25.98 feet) more or less, by a depth of 32.940 metres (108.07 feet) more or less, shown as Parts 3 and 6 on attached copy of Plan 62R-10952, be approved and completed, and the funds derived from this sale of \$16,000 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases). Subject parcel forms part of the closed road allowance of Owen Place registered as Instrument No. 142967.
- b) That the required certified deposit cheque in the amount of \$1,600 be held by the Treasurer pending City Council approval.
- c) That the Mayor and City be authorized and directed to execute all the necessary documents to finalize this transaction.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

This road allowance has been closed by Judge's Order and will be sold subject to this easement to the abutting owners or on the open market as a residential building lot. The Sisters of St. Joseph of Hamilton require this easement to provide services (sewer and water) to St. Joseph's Ambulatory Care Centre on King Street East.

AC/klb

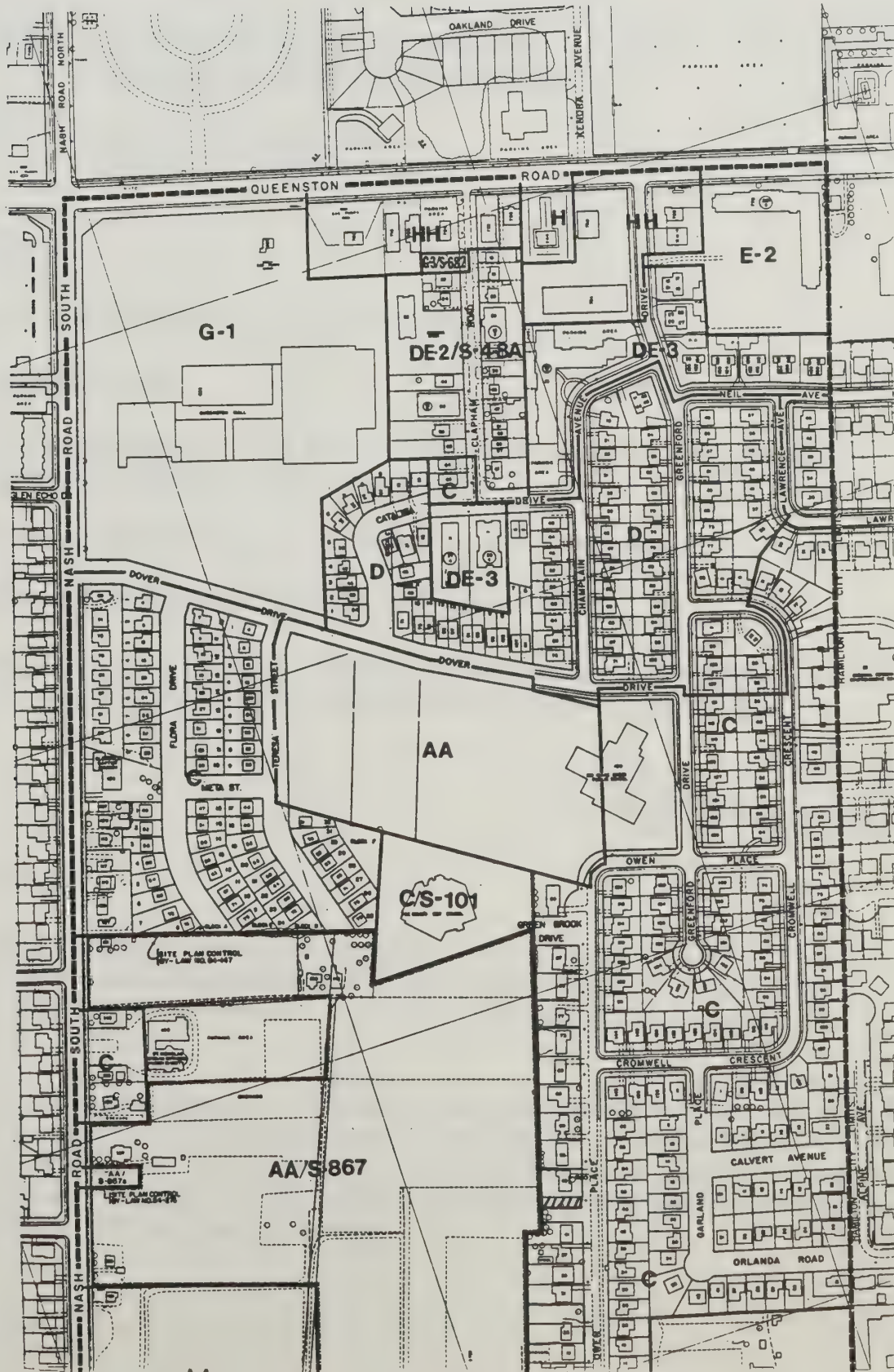
c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer

C. Bandurka, Property Clerk, Surveys, Roads Department

G. Aston, Director, Programming and Development, Roads Department
Attention: J. Clairmont

Greenford



Ea)i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 29

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

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JUL 09 1993

CITY CLERKS

SUBJECT:

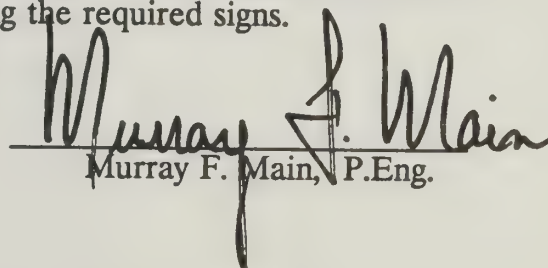
Intersection of East 42nd Street and Seventh Avenue - Intersection Control. [TEC-150-93]

RECOMMENDATION:

- a) That northbound traffic on East 42nd Street be required to stop for eastbound and westbound traffic on Seventh Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

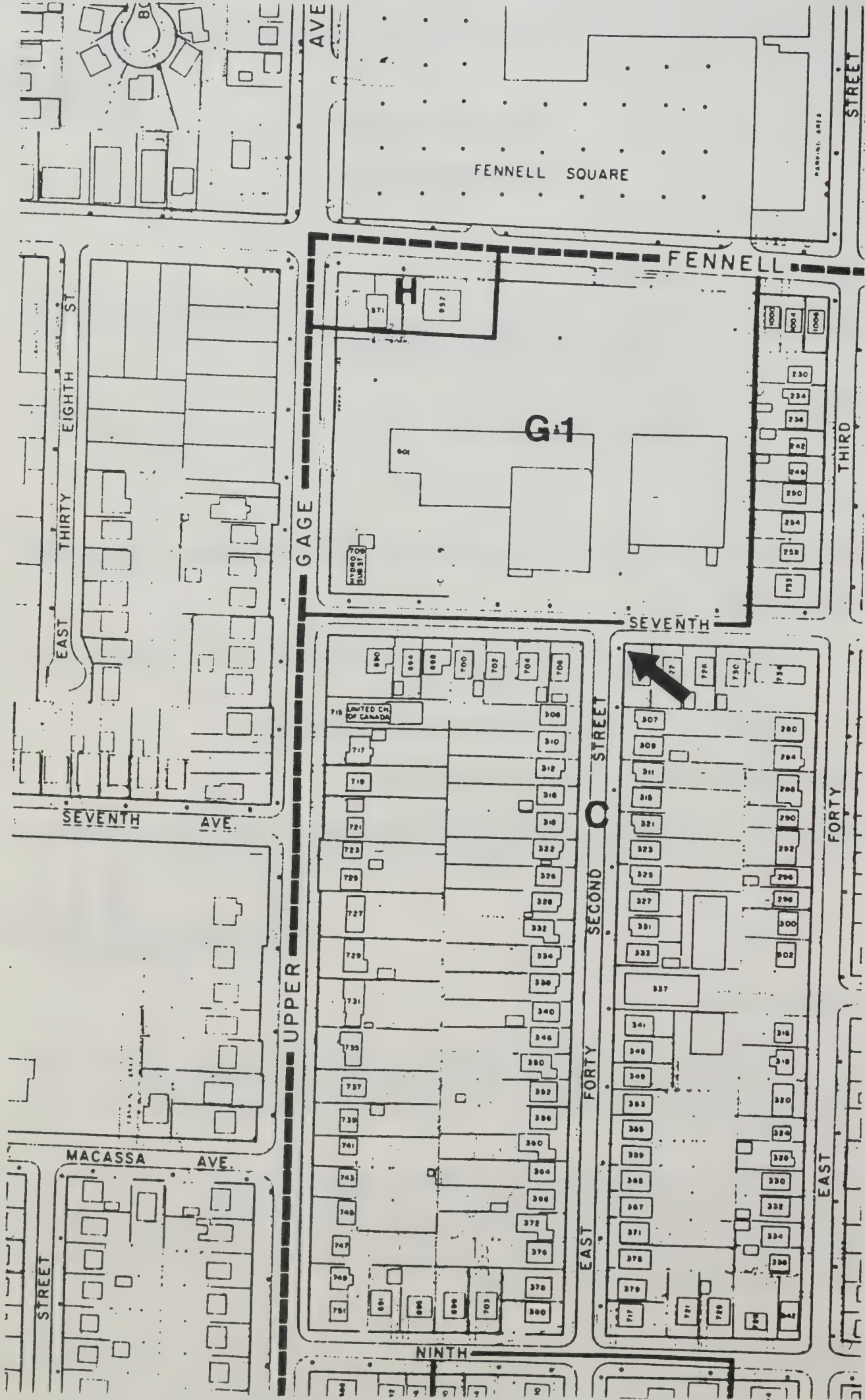

Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Mr. Peter Lanza, 350 East 42nd Street, that stop control be implemented at the intersection of East 42nd Street and Seventh Avenue. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersection in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that northbound traffic on East 42nd Street be required to stop for eastbound and westbound traffic on Seventh Avenue.


CVB/MH/ca



Ea) ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 July 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

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CITY CLERKS

SUBJECT:

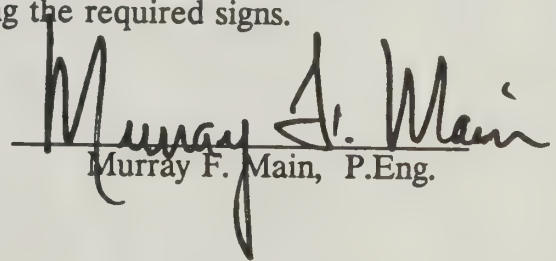
Intersection of Kelso Street and Highcliffe Avenue - Intersection Control. [TEC-156-93]

RECOMMENDATION:

- a) That eastbound traffic on Kelso Street be required to stop for northbound and southbound traffic on Highcliffe Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

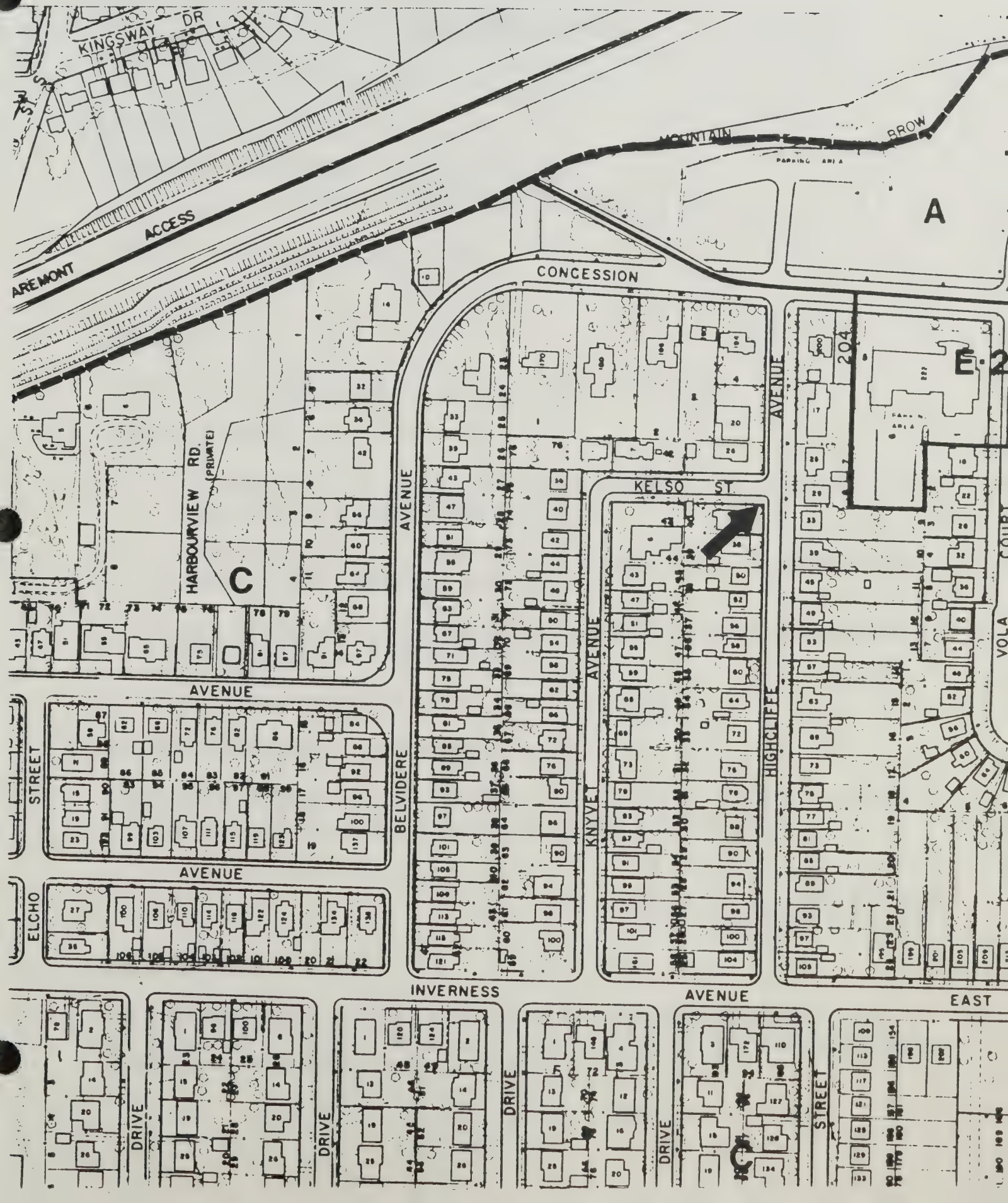
BACKGROUND:

The Traffic Department has received a request from Mrs. Walsh, 325 East 19th Street, that stop control be implemented at the intersection of Kelso Street and Highcliffe Avenue.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, the

Traffic Department concurs with the request and recommends that eastbound traffic on Kelso Street be required to stop for northbound and southbound traffic on Highcliffe Avenue.


CVB/MH/ca



Ea)ii

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 06

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

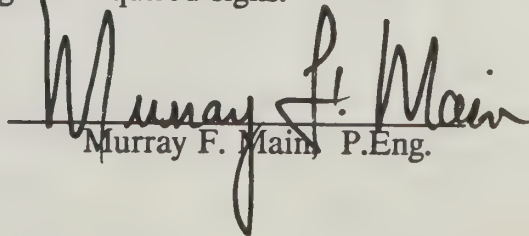
Riverdale East Neighbourhood - Intersection Control. [TEC-154-93]

RECOMMENDATION:

- a) That northbound traffic on Sylvester Street be required to stop for eastbound and westbound traffic on Highridge Avenue; and
- b) That southbound traffic on Sylvester Street be required to stop for eastbound and westbound traffic on Berkindale Drive; and
- c) That westbound traffic on Berkindale Drive be required to stop for northbound and southbound traffic on Donn Avenue; and
- d) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

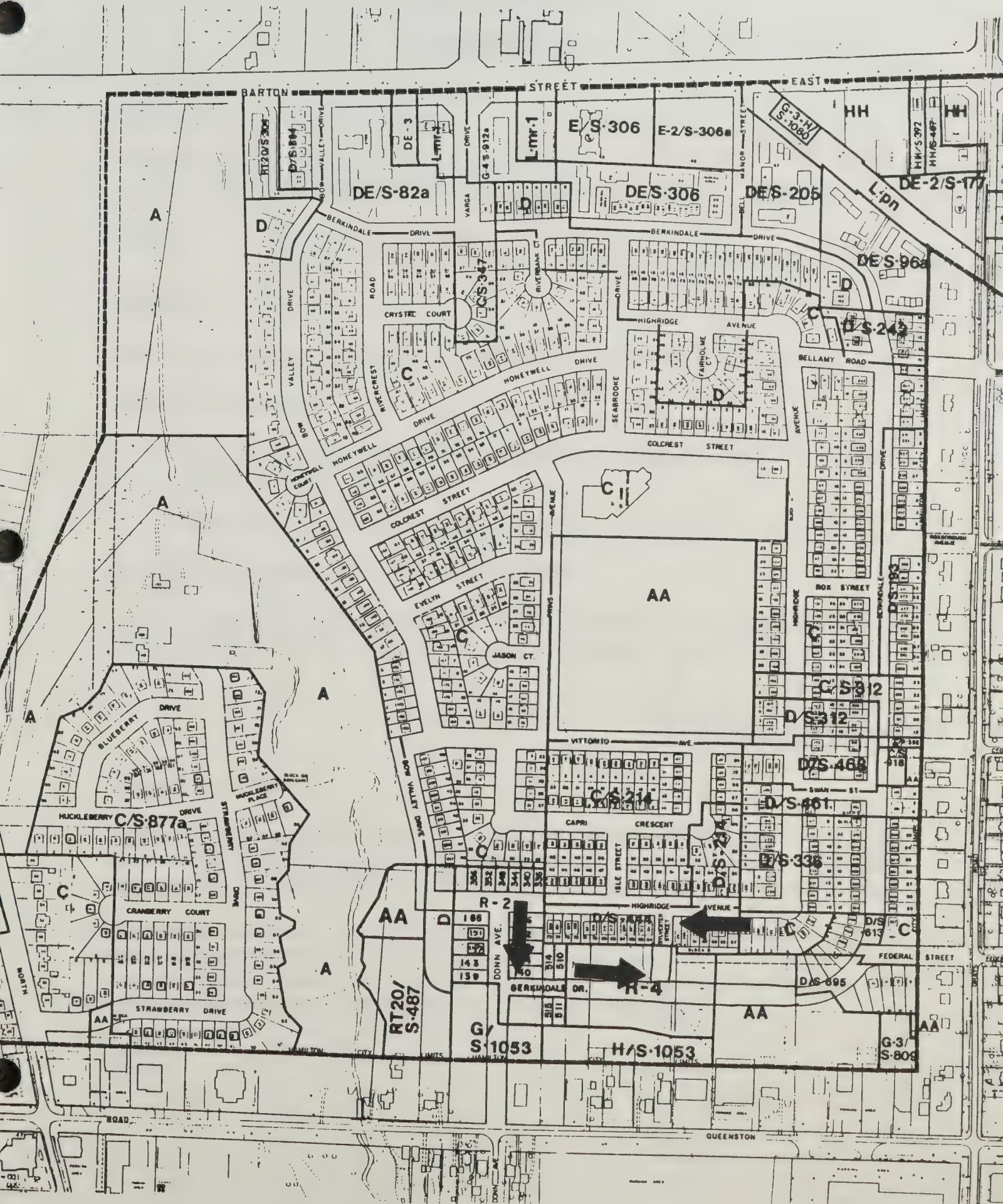

Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department received a request from Mr. Larry Ponsford, 291 Highridge Avenue, that stop control be implemented at the intersections of Sylvester Street and Highridge Avenue and at Donn Avenue and Berkindale Drive.

Both of these intersections are "T" type intersections, and presently, there are no intersection control signs at either location. Traffic Department records indicate that there have been no reported collisions at either of these intersections since their recent construction. These are excellent collision records for this type of intersection. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. The intersection of Berkindale Drive and Sylvester Street is another "T" type intersection in this area, and presently there are no intersection control signs. Therefore, the Traffic Department concurs with the request and it would be appropriate to erect stop control on the stem of all these "T" type intersections.

^{CS}
MT/CVB/ks



Ea)iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 June 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

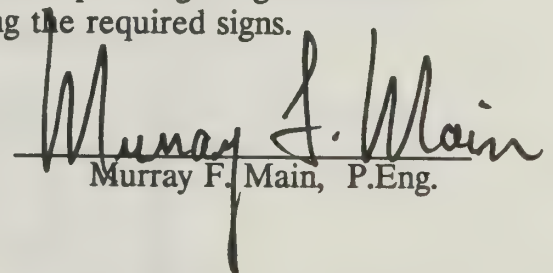
Intersection of Emperor Avenue and Acadia Drive - Intersection Control. [TEC-143-93]

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Emperor Avenue and Acadia Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

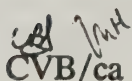
Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

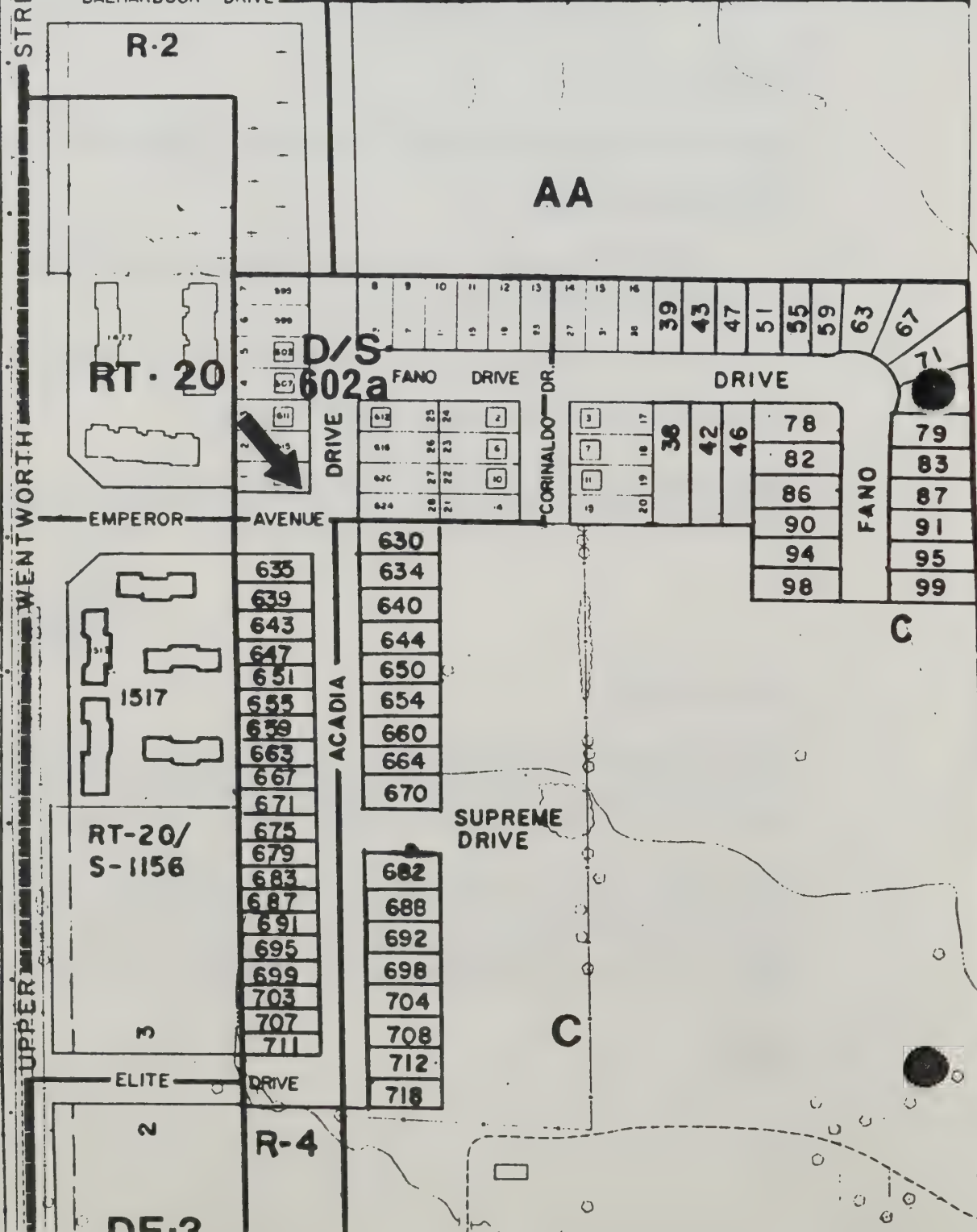
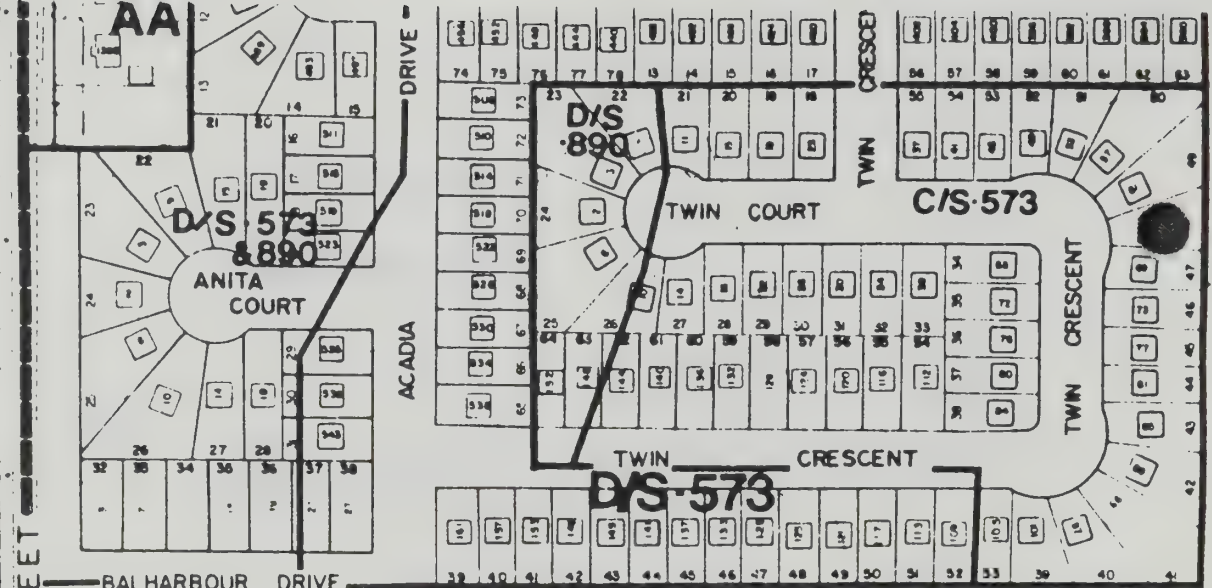

Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Mr. Paul Baldini, 644 Acadia Drive, that stop control be implemented at the intersection of Emperor and Acadia. The subject intersection is a "T" type intersection and presently, there are no intersection control signs.

The Traffic Department has concluded that the intersection meets at least one of the criteria respecting the use of all-direction stop control since it is an intersection of two collector streets. Therefore, the Traffic Department recommends that three-way stop control be implemented at the intersection of Emperor and Acadia.


CVB/ca



CITY OF HAMILTON
- RECOMMENDATION -

Ea) v)
RECEIVED

JUL 12 1993

CITY CLERKS

DATE: 1993 June 25

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

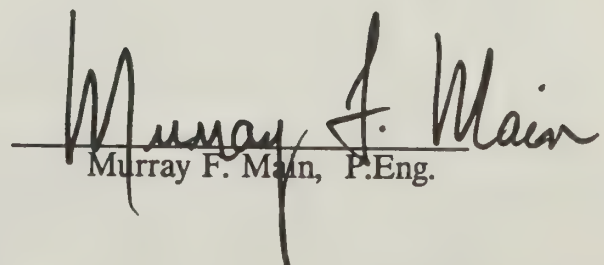
Intersection of Delawana Drive and Riverdale Drive - Intersection Control. [TEC-148-93]

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Delawana Drive and Riverdale Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

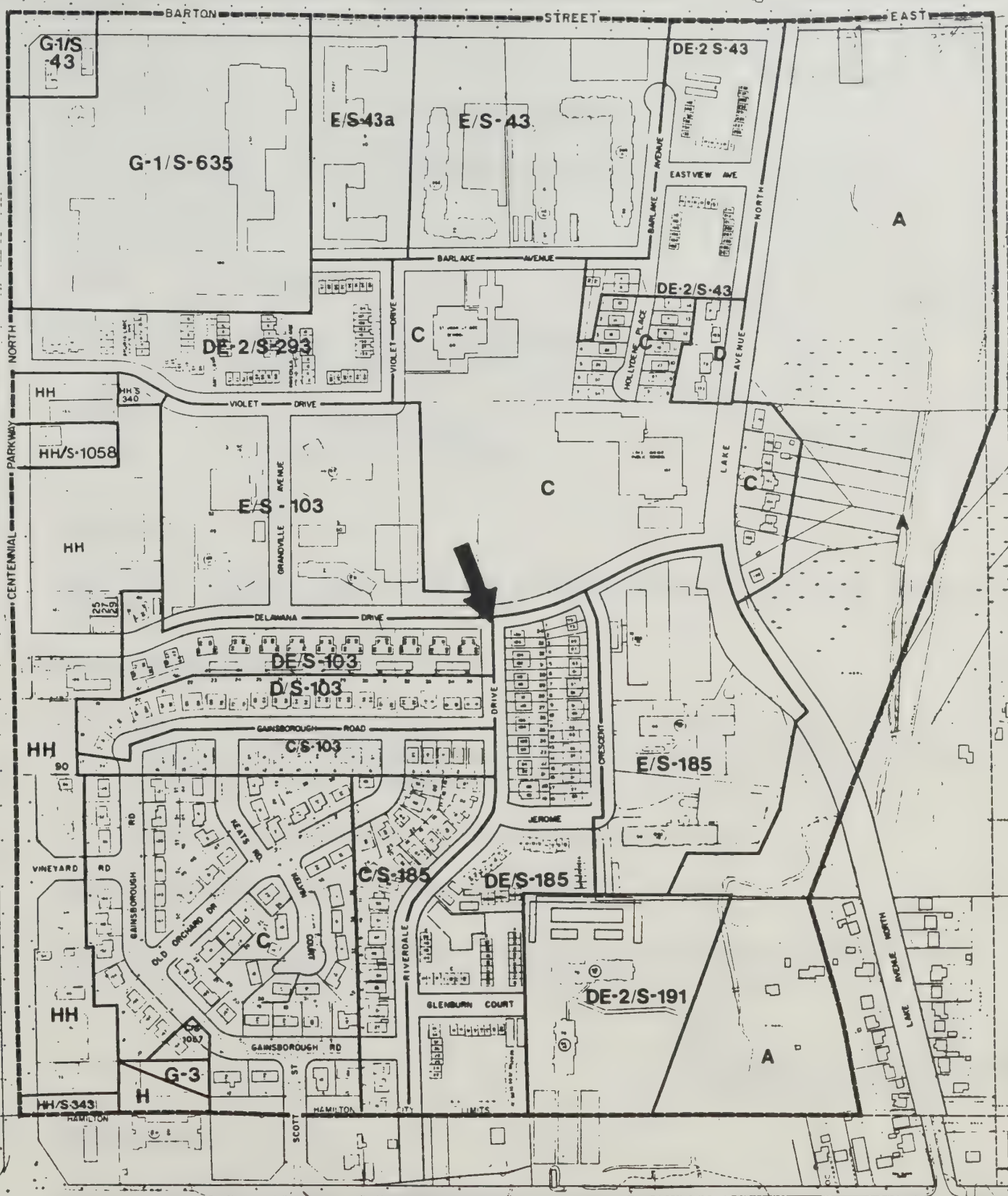

Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from the Lake Avenue School Parent Group and Alderman Dominic Agostino, that three-way stop control be implemented at the intersection of Delawana Drive and Riverdale Drive.

The subject intersection is a "T" type intersection, and presently, northbound traffic on Riverdale Drive is required to stop for eastbound and westbound traffic on Delawana Drive. The Traffic Department has concluded that this intersection meets at least two of the criteria respecting the use of all-direction stop control, in that it is the intersection of two collector roadways for the neighbourhood and is also located in close proximity to the front door of an elementary school. Therefore, the Traffic Department concurs with the request.

TA/^{AL}MH/ks



G-1/S-43

G-1/S-635

E/S-43a

E/S-43

DE-2/S-43

DE-2/S-293

HH

HH/S-1058

HH

E/S-103

DE/S-103

D/S-103

C/S-103

HH

E/S-185

CS-185

DE/S-185

DE-2/S-191

HH

G-3

HH/S-343

H

SCOTT ST

HAMILTON

QUEENSTON ROAD

Eb)i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 June 9

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

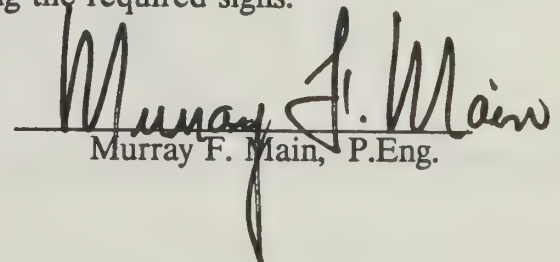
North side of Strawberry Drive (south leg), west of Strawberry Drive (east leg) - Parking Regulations. [TEC-139-93]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the north and west sides of Strawberry Drive commencing at a point 260 feet south of Cranberry Drive and extending to a point 117 feet west of Strawberry Drive (east leg); and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

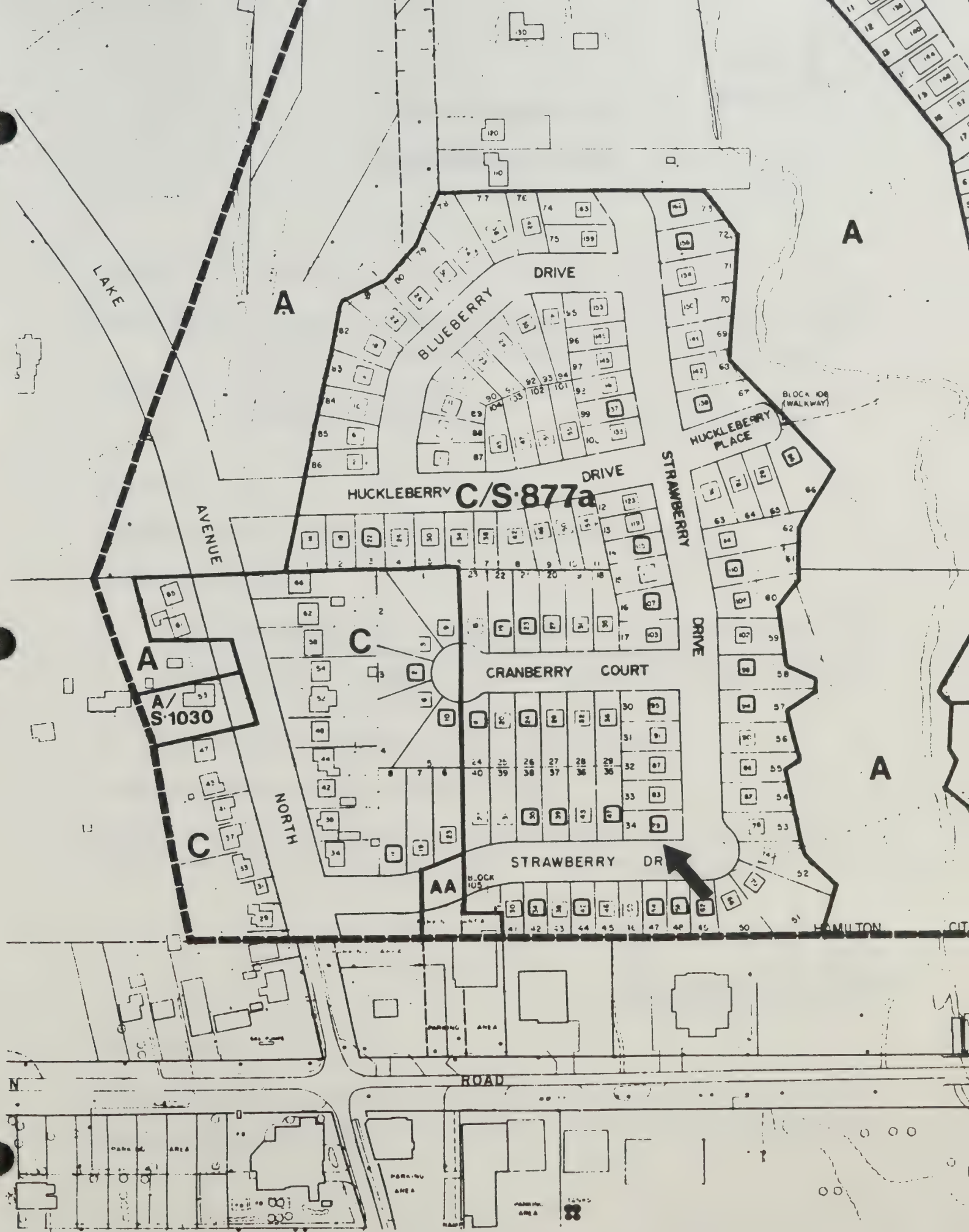
Alderman Dominic Agostino has advised of concerns regarding visibility at the 90 degree turn in the roadway adjacent to 79 Strawberry Drive. Alderman Fred Eisenberger has also contacted the Traffic Department regarding this matter.

Strawberry Drive has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The Traffic Department would normally recommend a parking prohibition on the inside of the 90 degree turn in the roadway. However, the

abutting homeowner, Mrs. Jewel, 79 Strawberry Drive, has advised that she has serious objections to prohibiting parking across the entire frontage of her home, but supports a parking prohibition along the flankage and a portion of the frontage of her home. Therefore, since there has not been a documented collision problem at this location, the Traffic Department recommends implementing a "No Parking" regulation along the flankage and approximately 25 feet in front of her property.

The implementation of the proposed regulation will result in a loss of only four legal on-street parking spaces. However, since virtually all residents have off-street parking and since parking would still be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.

~~CAB~~
CVB/MH/ca



E b) ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

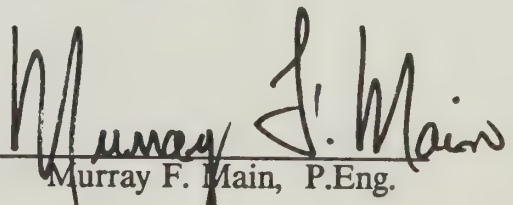
Glen Road and Tope Crescent - Parking Regulations. [TEC-142-93]

RECOMMENDATION:

- a) That the existing full time "No Parking" regulation on the north side of Glen Road commencing 320 feet east of Macklin Street and extending to a point 395 feet easterly therefrom, be revised such that the regulation will be in effect from 8:00 a.m. to 5:00 p.m., Monday to Friday"; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

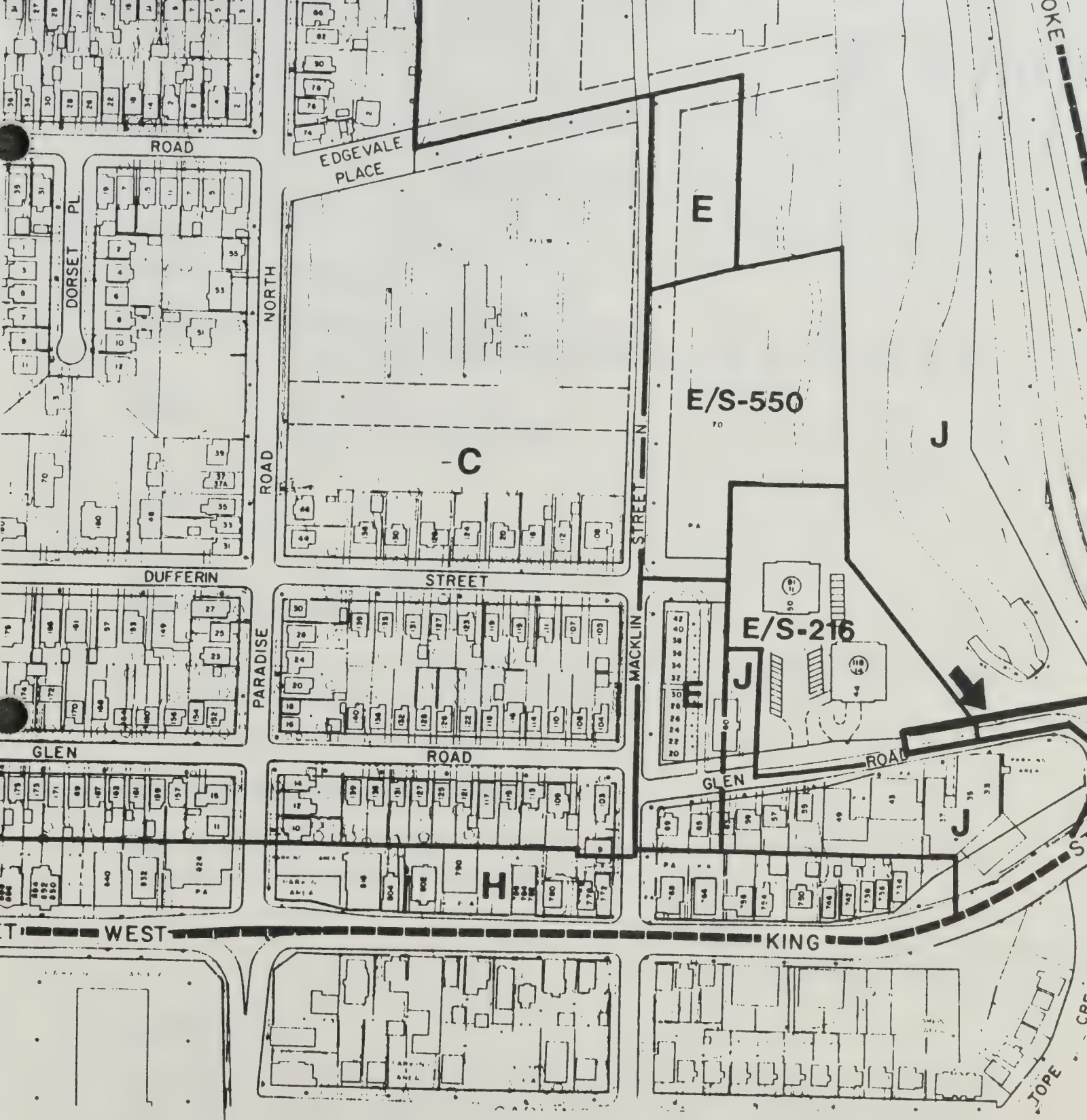
BACKGROUND:

Alderman Mary Kiss has advised of a request from Mr. Miller, 44 Glen Road, Chairman of the Glen Road Tenants' Association, that additional on-street parking be provided in the vicinity of his apartment building.

Glen Road has a 24 foot pavement width, and presently, parking is prohibited on both sides of the street except for two parking spaces controlled by a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side directly across from No. 44 Glen Road which was implemented in 1981 to provide short-term parking for the abutting business.

The existing "No Parking" regulation is required on both sides of the street primarily to facilitate truck movements to the businesses along the south side of the roadway. Staff have contacted all of the abutting businesses and confirmed that their deliveries occur primarily from 8:00 a.m. to 5:00 p.m., Monday to Friday, such that parking could occur on the north side of the street, opposite the businesses after these hours. Therefore, the Traffic Department concurs with the request and recommends that the existing parking prohibition on the north side of the street, east of the westerly driveway to the apartments at No. 44 Glen Road, be revised to allow overnight and weekend parking.

MT CVB
MT/CVB/ks



E b) iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 June 23

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

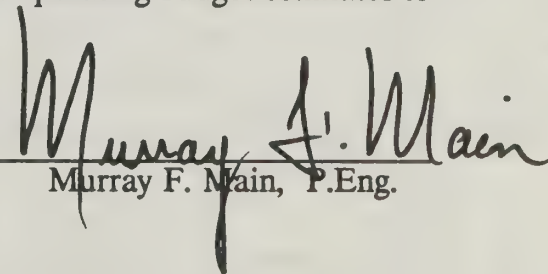
Chilton Place - Parking Regulations. [TEC-145-93]

RECOMMENDATION:

- a) That the existing "No Parking, 8:00 a.m. to 12 noon, every second Tuesday of each month" regulation on both sides of Chilton Place be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the subject signs.


Murray F. Main, P.Eng.

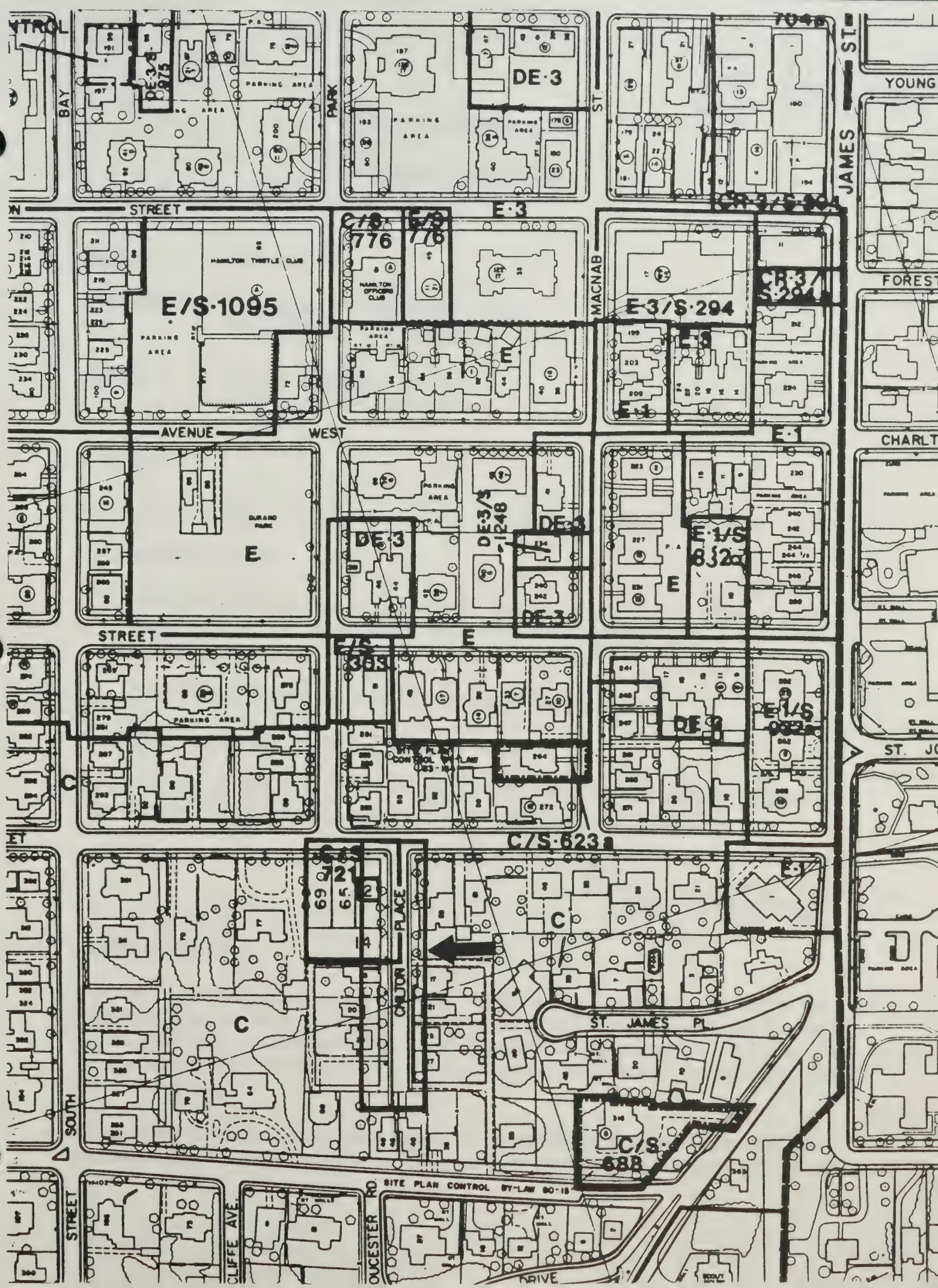
BACKGROUND:

The Traffic Department has received concerns regarding confusing parking regulations on Chilton Place, south of Markland Street. Chilton has a 25 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in conjunction with an "Alternate Side Parking" regulation on both sides of the street. There is also a "No Parking, 8:00 a.m. to 12 noon, every second Tuesday of each month" regulation on both sides of this street.

The part-time parking prohibition was implemented in 1980 in order to facilitate street maintenance operations. However, in 1982 the "Alternate Side Parking" regulation was

implemented and the Public Works Department have advised that they could co-ordinate the street maintenance operations when parking is prohibited on either side of the street under the existing "Alternate Side Parking" and advised that it would be appropriate to remove the part-time parking prohibition. Therefore, the Traffic Department recommends that the part-time parking prohibition be removed.

CAJ MM
CVB/MH/ca



E b) iv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

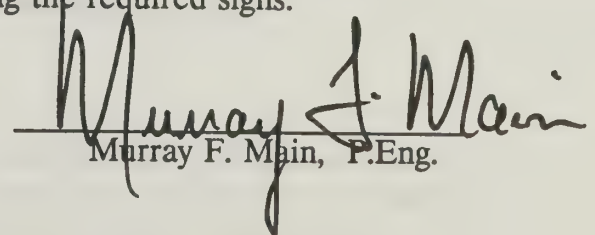
West Side of Ferguson Avenue North - Parking Regulations. [TEC-160-93]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the west side of Ferguson Avenue North commencing 80 feet south of Wilson Street and extending to a point 64 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

In March of this year, the City Council approved a request to remove the "No Parking" railway clearance on the west side of Ferguson Avenue North between King Street East and Wilson Street and to install approximately 17 metered parking spaces for area businesses since the railway tracks in this area have been removed and the "No Parking" regulation was no longer required.

Prior to the installation of the parking meters the Traffic Department was contacted by Mr. Tancock, proprietor of the business at 73 Ferguson Avenue North who requested that one

Eb) v)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 28

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

Butler Drive between Acadia Drive (north leg) and Acadia Drive (east leg) - Parking Regulations. [TEC-136-93]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the west side of Butler Drive commencing at Acadia Drive (north leg) and extending to the west property line of St. Jean de Brebeuf School; and
- b) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north and east sides of Butler Drive commencing at Acadia Drive (north leg) to Acadia Drive (east leg); and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.


Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received two separate petitions signed by representatives of Butler Drive, Acadia Drive and Amherst Circle. The first petition signed by representatives of all the occupied residential dwellings abutting Butler Drive between Acadia Drive (north

leg) and the southerly end of the bulb on Butler Drive as well as five residents on Amherst Circle, requesting that a "No Parking" regulation be implemented on the west side of Butler Drive in this area. The second petition was signed by representatives from 13 of the 19 occupied dwellings abutting Butler Drive between Acadia Drive (north leg) and Acadia Drive (east leg), requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north and east sides of Butler Drive in this area. All of the residents who signed the petitions are in favour of the requested regulations.

Butler Drive has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street except for a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side adjacent to the St. Jean de Brebeuf School property. The resident who circulated the petitions has expressed concern regarding traffic congestion, blocked driveways and long-term non-resident parking on both sides of the street by students of the nearby school.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. The implementation of the requested regulations would eliminate parking from the west side and reduce long-term non-resident parking on the east side of the street and area residents would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 100 percent of the abutting residents support the requested "No Parking" regulation and since 68 percent of the abutting residents support the requested time limit regulation, the Traffic Department concurs with the request.


MT/CVB/ks

The map displays a residential neighborhood with the following features:

- Streets:** Church Road East, Acadia Drive, Butler Drive, Cartier Crescent, Ridge Mount Drive, Twin Crescent, Amherst Circle, and DVS-890.
- Residential Lots:** Numerous lots are numbered, including lots 1-17 on Acadia Drive, lots 1-17 on Butler Drive, and lots 1-17 on Cartier Crescent.
- Area Labels:** 'AA' is labeled in several locations, 'R-4' is labeled near the center, 'CIS-573' is labeled near the bottom left, and 'DVS-890' is labeled near the top left.
- Other Features:** A large building complex is labeled '31 JEAN DE BRIEUX SECONDARY SCHOOL'. There are also several smaller buildings and structures scattered throughout the area.

Eb)vi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 07

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

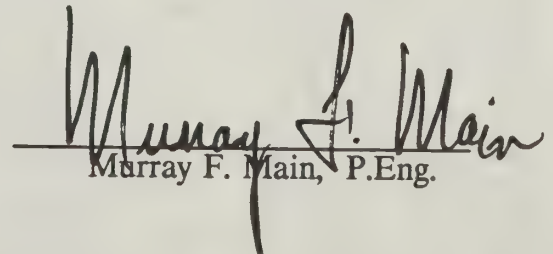
Glendale Avenue North - Parking Regulations. [TEC-158-93]

RECOMMENDATION:

- a) That the existing "Alternate Side Parking" regulation on Glendale Avenue North between Barton Street East and Cannon Street East be removed; and
- b) That a "No Parking" regulation be implemented on the west side of Glendale Avenue North between Barton Street East and Cannon Street East; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

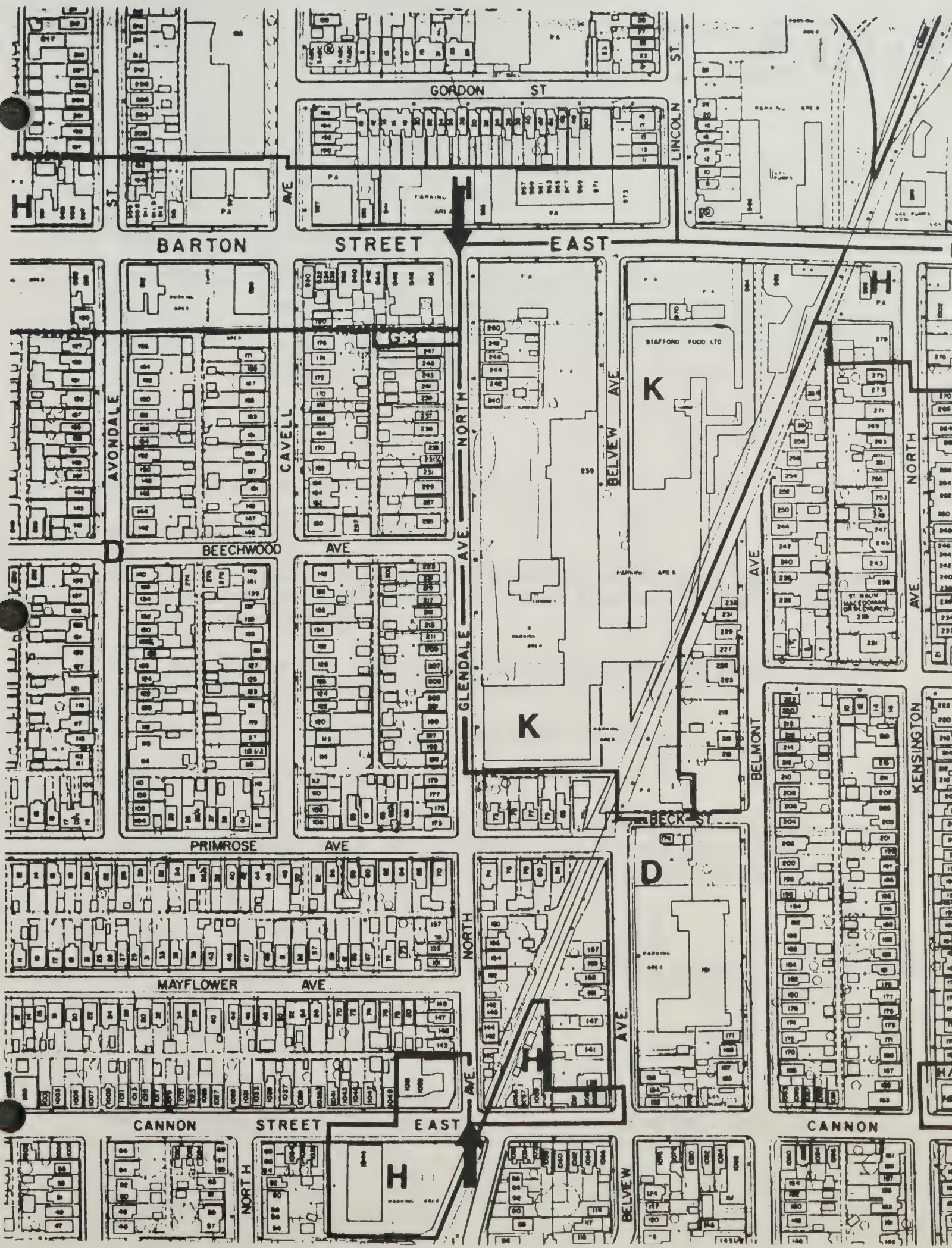
BACKGROUND:

Alderman Bernie Morelli recently forwarded a petition to the Traffic Department signed by representatives of 39 of the 61 one, two and three family dwellings abutting Glendale Avenue North between Barton Street East and Cannon Street East, requesting that the

existing "Alternate Side Parking" regulation be removed and that a "No Parking" regulation be implemented on the west side and unrestricted parking on the east side of the street in order to maximize the number of on-street parking spaces at all times. All 39 of the petitioners support the requested regulation. Staff have contacted seven additional residents in this area who advised that they support the requested regulation.

Glendale Avenue North has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on this four block section of the street. The resident who circulated the petition has expressed concern that there are fewer parking spaces on the west side of the street which creates a parking shortage for residents when parking is permitted on that side of the street for half the month. The implementation of the requested regulation would provide several additional on-street parking spaces on the east side of the street on a full time basis. Therefore, since 75 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.


MT/CVB/ks



Eb) vii

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 July 07

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

SUBJECT:

CITY CLERKS

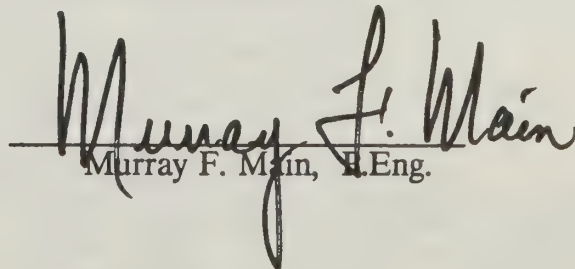
Kelly Street - Parking Regulations. [TEC-159-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Kelly Street commencing at a point 98 feet west of Cathcart Street and extending to a point 42 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to the residents of Nos. 73 and 75 Kelly Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permits will off-set the cost to some degree.


Murray F. Main, P. Eng.

BACKGROUND:

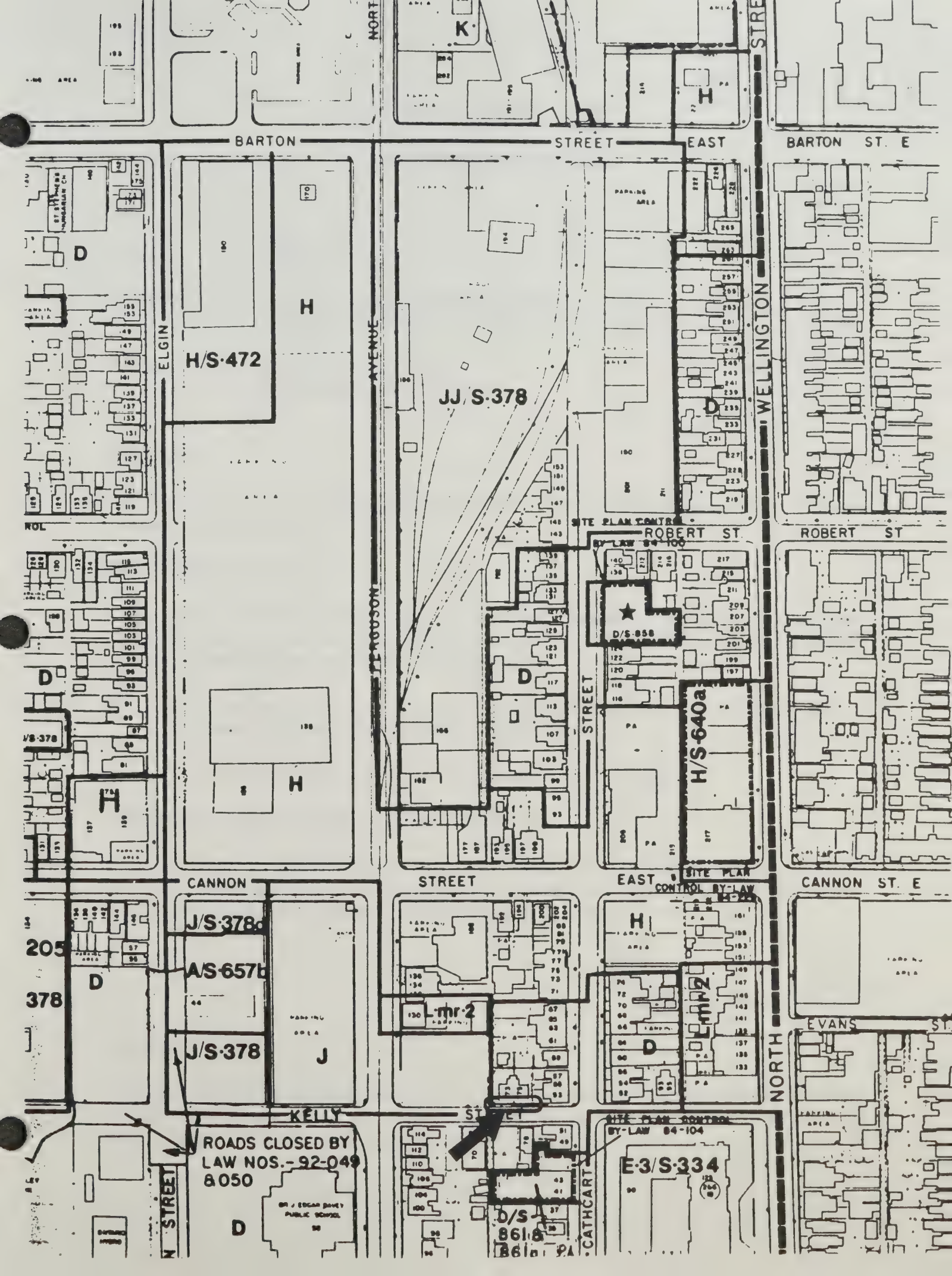
The Traffic Department has received a petition signed by representatives of four of the five one, two or three family dwellings abutting Kelly Street requesting that a "Permit Parking"

regulation be implemented on the north side of the street between Cathcart Street and the west property line of No. 73 Kelly Street. Three residents are in favour of the requested regulation and one resident expressed no opinion.

Kelly has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of Lockwood Motors who constantly disregard the one hour parking time limit.

It was indicated on the petition that only two permits are required by the five abutting residents. Therefore, since 60 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request and since only two permits are being requested, it would be appropriate to provide only two spaces controlled by the "Permit Parking" regulation.


CVB/MH/ca



BARTON

STREET

EAST

BARTON ST. E

ELGIN

H/S-472

H

AVENUE

JJ S-378

PARKING AREA

WELLINGTON

SITE PLAN CONTROL BY-LAW 84-100

ROBERT ST.

ROBERT ST

STREET

EAST

H/S-640a

CANNON

STREET

SITE PLAN CONTROL BY-LAW 84-100

CANNON ST. E

J/S-378d

A/S-657b

J/S-378

KELLY

ROADS CLOSED BY LAW NOS. - 92-049 & 050

N STREET

D

DR J EDGAR BAYET PUBLIC SCHOOL

STREET

PARKING AREA

Lmr-2

H

D

E-3/S-334

D/S-861

CATHCART

SITE PLAN CONTROL BY-LAW 84-104

EVANS

ST

Eb) viii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

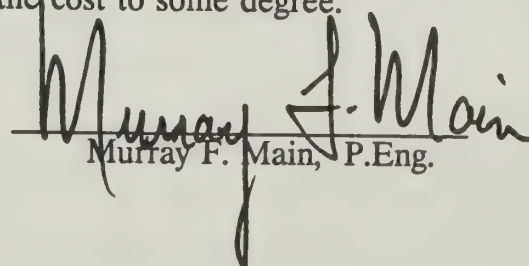
No. 28 Fraser Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-165-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the east side of Fraser Avenue commencing at a point 172 feet north of Campbell Avenue and extending to a point 24 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Donna McElroy, No. 28 Fraser Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.


Murray F. Main, P.Eng.

BACKGROUND:

Alderman Geraldine Copps advised the Traffic Department of a request from Ms. McElroy, No. 28 Fraser Avenue, that a reserved "Permit Parking" space be designated on the east side of the street in front of her home since she is disabled.

Fraser Avenue has a 25 foot pavement width, and presently, there is unrestricted parking on the east side and a parking prohibition on the west side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Ms. McElroy possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

MT/^{UB}CVB/ks

-



G-3

G-3

D/S

Eb)ix

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

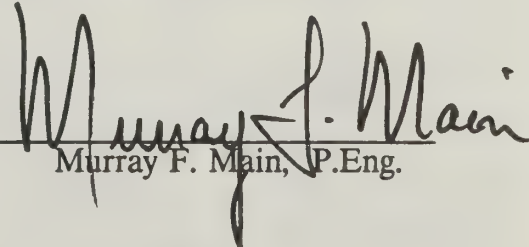
54 Chestnut Avenue - Request to Remove an Existing Wheelchair Loading Zone. [TEC-163-93]

RECOMMENDATION:

- a) That the existing "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 9:00 p.m., seven days a week" regulation on the east side of Chestnut Avenue commencing at a point 188 feet north of Cannon Street and extending to a point 22 feet northerly therefrom be removed; and
- b) That the City Traffic By-law be amended accordingly.

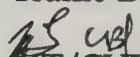
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the signs.


Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department has received a request from Alderman Bernie Morelli that the existing wheelchair loading zone on the east side of the street in front of No. 54 Chestnut Avenue be removed since Mrs. Soroka has passed away and Mr. Soroka has moved. The Traffic Department has reviewed this matter and concurs with this request.


MT/CVB/ks



E b) x)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED

JUL 12 1993

DATE: 1993 July 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

CITY CLERKS

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

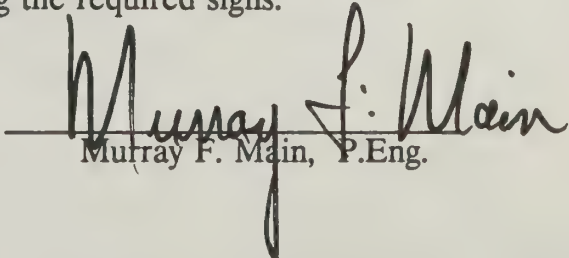
Princeton Drive - Parking Regulations. [TEC-161-93]

RECOMMENDATION:

- a) That the existing "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the east side of Princeton Drive which commences at Sherwood Rise and extends to a point 160 feet northerly therefrom be removed; and
- b) That the existing "No Stopping" regulation on the east side of Princeton Drive which commences at Margate Avenue and extends to a point 109 feet southerly therefrom be extended, such that the regulation commences at Margate Avenue and extends to a point 134 feet southerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

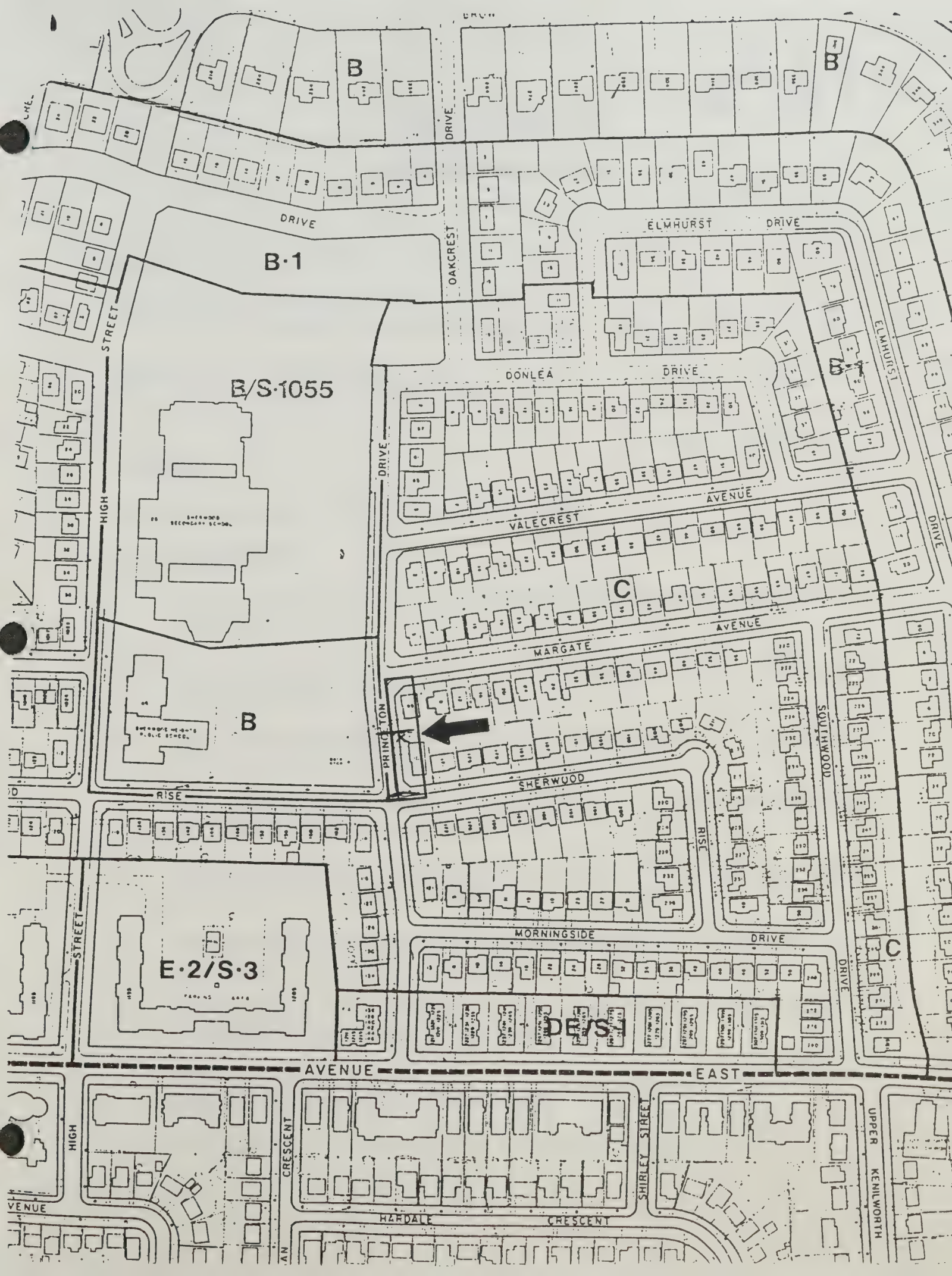
In March of 1993, the City Council approved a request to implement a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the east side of Princeton Drive directly in front of No. 105 Princeton Drive and partially in front of No. 99 Princeton Drive.

Princeton Drive has a 28 foot pavement width, and presently, there is unrestricted parking on the west side and a "No Stopping" regulation on the north half as well as a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the south half on the east side of the block.

Prior to the approval of the recommendation in March 1993, staff contacted Mrs. Di Sano, No. 105 Princeton, who stated that she supported the parking prohibition. However, staff have recently been contacted by Mr. Di Sano requesting that the regulation be removed. The removal of the part-time parking prohibition would restore approximately three on-street parking spaces. Therefore, the Traffic Department concurs with this request.

It would also be appropriate to extend the existing "No Stopping" regulation on the east side of Princeton Drive southerly to cover the entire frontage of No. 99 Princeton Drive. Staff contacted the abutting resident who advised that he supports this proposal.


MT/CVB/ks



Eb)xi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

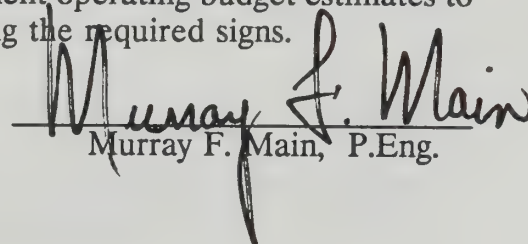
Lisgar Neighbourhood - Traffic Control. [TEC-146-93]

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Lennox Street and Locheed Drive; and
- b) That northbound traffic on Leduc Street be required to stop for eastbound and westbound traffic on Carson Drive; and
- c) That southbound traffic on Leduc Street be required to stop for eastbound and westbound traffic on Laird Drive; and
- d) That eastbound traffic on Laird Drive be required to stop for northbound and southbound traffic on Kingsberry Street; and
- e) That southbound traffic on Kingsberry Street be required to stop for eastbound and westbound traffic on Locheed Drive; and
- f) That southbound traffic on Palace Boulevard be required to stop for eastbound and westbound traffic on Locheed Drive; and
- g) That westbound traffic on Knights Court be required to stop for northbound and southbound traffic on Palace Boulevard; and
- h) That westbound traffic on Embassy Drive be required to stop for northbound and southbound traffic on Palace Boulevard; and
- i) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

Alderman Bob Charters has advised of a request from an area resident, that three-way stop control be implemented at the intersection of Kingsberry Street and Laird Drive. The Traffic Department has also received a request from Dorothy Jones, 86 Locheed Drive, that three-way stop control be implemented at the intersection of Lennox Street and Locheed Drive. The Traffic Department has reviewed these requests and stop control within the recently developed southerly portion of the Lisgar Neighbourhood.

1. The Intersection of Lennox Street and Locheed Drive

The intersection of Lennox Street and Locheed Drive is a "T" type intersection, and presently, northbound traffic on Lennox Street is required to stop for eastbound and westbound traffic on Locheed Drive. Traffic Department records indicate that there has been only one reported collision at this intersection in the last seven years. This is a very good collision record for this type of intersection. The intersection of Lennox Street and Locheed Drive meets at least one of the criteria for all-way stop control, in that it is the intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department concurs with the request and recommends that three-way stop control be implemented at this intersection.

2. The Intersection of Kingsberry Street and Laird Drive

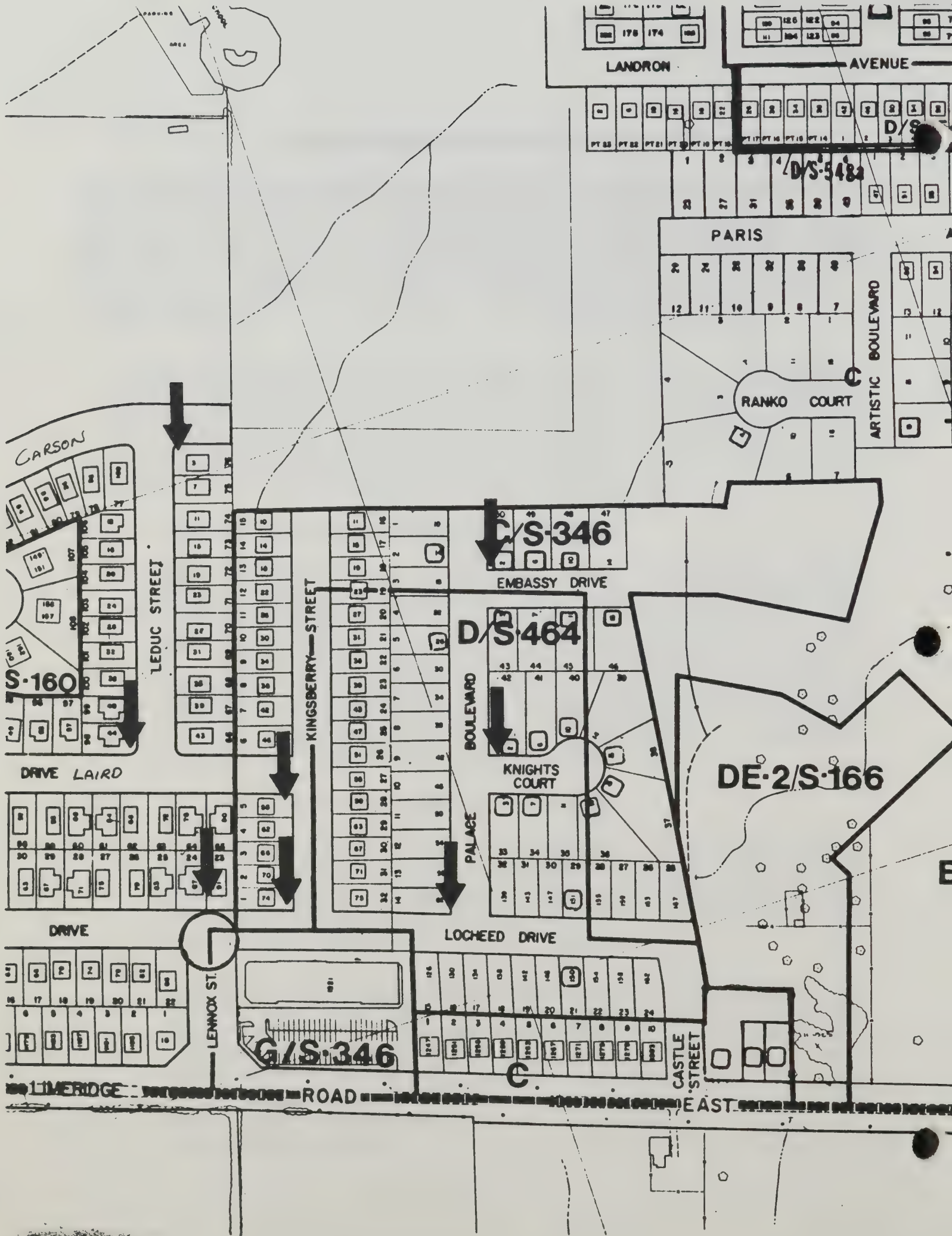
The intersection of Kingsberry Street and Laird Drive is a "T" type intersection, and presently, there are no stop control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since its construction. This is an excellent collision record for this type of intersection which cannot be improved upon by the implementation of three-way stop control.

The Traffic Department has concluded that none of the criteria respecting the use of all-way stop control are presently met at this intersection and therefore, does not support the request for all-way stop control. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that eastbound traffic on Laird Drive be required to stop for northbound and southbound traffic on Kingsberry Street.

3. "T" Type Intersections within the Lisgar Neighbourhood

There are six additional "T" type intersections within the southerly portion of the Lisgar Neighbourhood, and presently, there are no stop control signs at these intersections. Again, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that stop control be implemented on the stems of these "T" type intersections.

21 cd
MT/CVB/ks



LANDRON

AVENUE

D/S

D/S-5482

PARIS

RANKO COURT

ARTISTIC BOULEVARD

S-346

EMBASSY DRIVE

D/S-464

BOULEVARD

KNIGHTS COURT

PALACE

DE-2/S-166

LOCKHEED DRIVE

G/S-346

CASTLE STREET

EAST

CARSON

LEDUC STREET

KINGSBERRY STREET

DRIVE LAIRD

DRIVE

LENOX ST.

MERIDGE

ROAD

Ecdi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 June 23

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

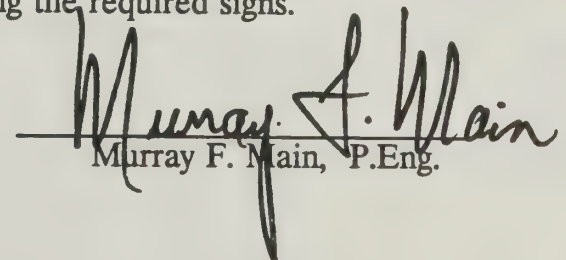
West side of Weir Street North, north of Vansitmart Avenue - Corner Clearance. [TEC-144-93]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the west side of Weir Street north commencing at Vansitmart Avenue and extending to a point 96 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

Alderman Dave Wilson has advised of concerns expressed by Mr. Terry Shaw, 335 Weir Street North, regarding parked vehicles on both sides of Weir, north of Vansitmart which obstruct driveway movements to his home as well as turning movements at the intersection of Weir and Vansitmart.

Weir has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that parked vehicles in this

area do obstruct turning movements at the intersection as well as driveway movements into Mr. Shaw's driveway. Therefore, the Traffic Department recommends that a corner clearance be implemented on the west side of Weir, north of Vansitmart.

The implementation of the requested regulation will result in a loss of two legal on-street parking spaces. However, since virtually all residents have available off-street parking and since parking would still be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.

caj
CVB/MH/ca

CANADIAN

NATIONAL

RAILWAYS

STREET

STREET

AVENUE NORTH

STREET NORTH

AVENUE

AVENUE

DIVISION

COPE

TRAGINA

WEIR

VANSITMART

FAIRFIELD

PALING

CAN SERBIAN COMMUNITY CENT

HYDRO SUB STN

DE

FAIRFIELD SCHOOL

STREET

EAST

AVENUE

STREET

AVENUE NORTH

STREET NORTH

AVENUE

AVENUE

AVENUE

AVENUE



Ec)ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 06

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

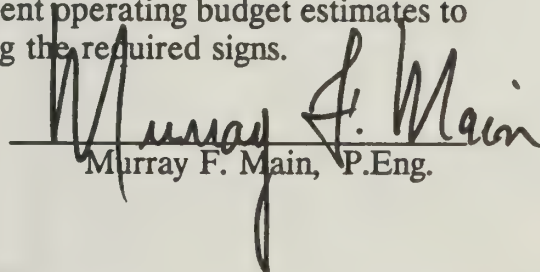
Intersection of Hadeland Avenue and Wendover Drive - Corner Clearance. [TEC-152-93]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the north side of Hadeland Avenue commencing at Wendover Drive and extending to a point 50 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

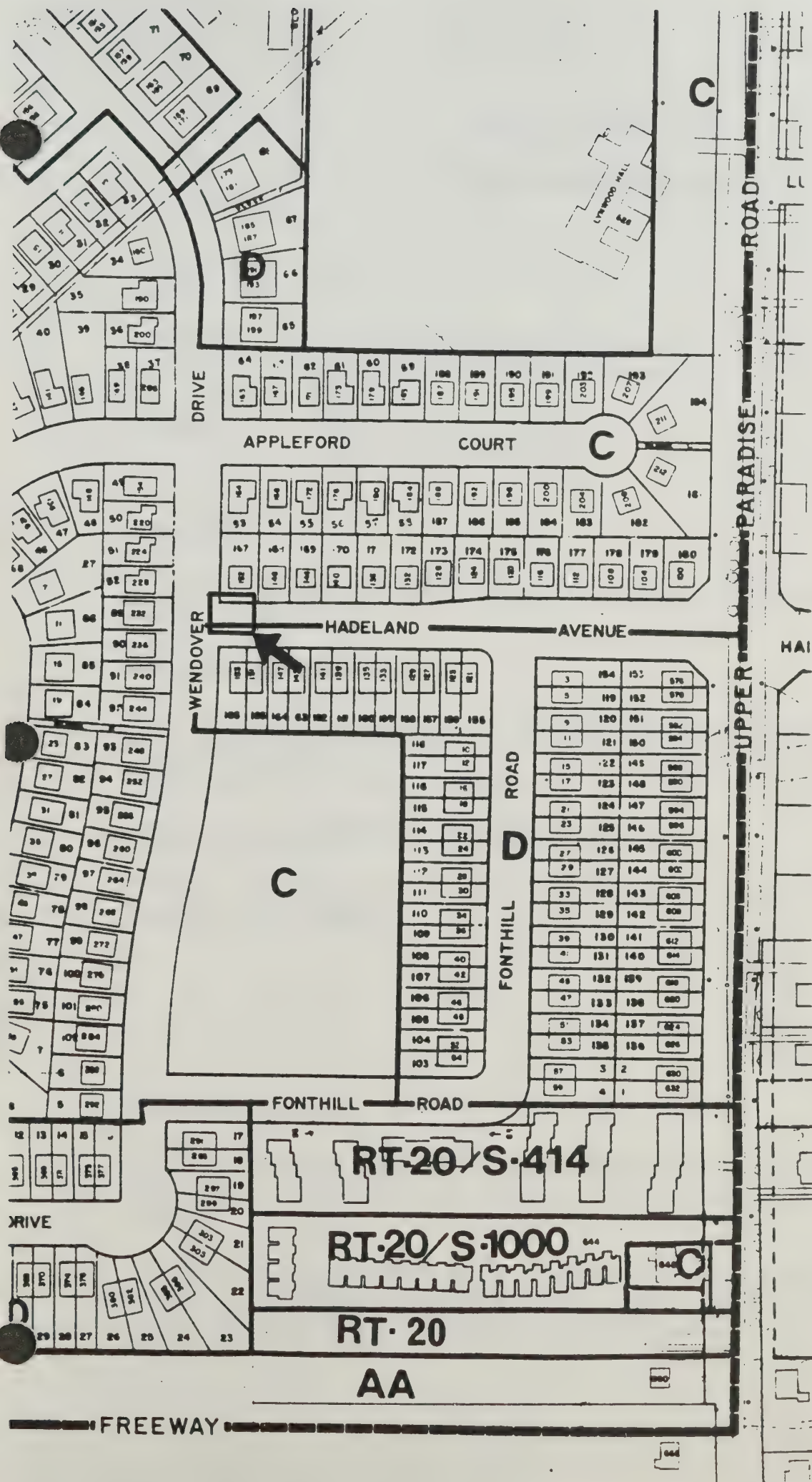
BACKGROUND:

Alderman Don Ross has advised of a request that a "No Parking" corner clearance be implemented on Hadeland Avenue, east of Wendover Drive to facilitate traffic flow.

Hadeland has a 35 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that parked vehicles on both sides of Hadeland, east of Wendover do restrict turning movements and traffic flow to some degree and therefore, staff concur with this request for a corner clearance but recommend a "No Stopping" regulation rather than a "No Parking" regulation to prohibit stopping in this area at all times.

The implementation of the requested regulation will result in a loss of only one legal on-street parking space directly in front of 152 Hadeland Avenue. However, staff recently contacted the abutting resident who advised that he supports the proposed regulation and since there would be unrestricted parking on both sides of the remainder of the street and since virtually all residents in this area have available off-street parking, staff do not anticipate any parking difficulties for area residents.

 
MT/CVB/ks



Ed)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 06

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

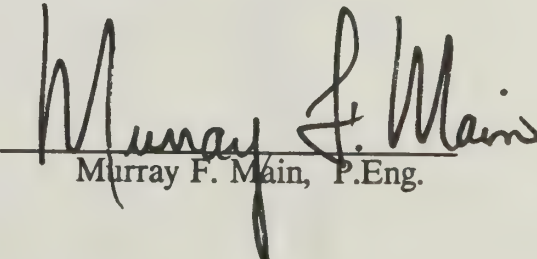
Apartment Building at No. 262 Glencarry Avenue - Application for a Time Limit Exemption Permit. [TEC-151-93]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first four eligible applicants residing in the apartment building at No. 262 Glencarry Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$96.00 in revenue each year from the sale of parking permits to residents of this building.


Murray F. Main, P.Eng.

BACKGROUND:

The Traffic Department received a request from the owner of the apartment building at No. 262 Glencarry Avenue, that Time Limit Exemption Permits be issued to residents of this building.

The subject building is located on the north-west corner of King Street East and Glencarry Avenue, and the owner has advised that some of his tenants wish to park their vehicles in the two hour parking time limit area on Glencarry Avenue.

An investigation revealed that there are 23 dwelling units in the subject apartment building, and that there are 25 off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of 29 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of four off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that Glencarry Avenue is moderately parked during the day in this area. However, since there has not been a great demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of four Time Limit Exemption Permits to residents of this building should not create any parking problem for other area residents. Therefore, the Traffic Department supports this request and it would be appropriate to issue a maximum of four parking permits to the residents of the building on a first come first served basis.

21
MT/CVB/ks



AVENUE

PARKDALE

LUCERNE

AVENUE

E2

B-1

CORONATION AVE.

PARKING

KING

LAWRENCE ROAD

STREET

E 2)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 June 29

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

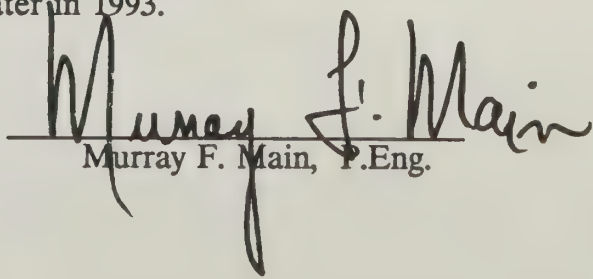
Neighbourhood Watch Program for the Templemead Neighbourhood. [TEC-147-93]

RECOMMENDATION:

- a) That the Templemead Neighbourhood be designated as a Neighbourhood Watch Area; and
- b) That Neighbourhood Watch signs for the Templemead Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- c) That the necessary funds be charged to account No. CH-55301-75030 (Neighbourhood Watch Program), and supplemented as required by the Traffic Department account CH-56XXX-75420, Installation of New Signs.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost for the signs in the Templemead Neighbourhood is approximately \$1,284.00. At present, no funds remain in the 1993 Neighbourhood Watch account. However, funds will be transferred from the Traffic Department New Signs account to supplement the Neighbourhood Watch account. It is expected that the New Signs account will be able to accommodate the extra cost. If this is not the case, the Committee will be notified of adjustments required in the new signs area, later in 1993.


Murray F. Main, P.Eng.

BACKGROUND:

The Regional Police Department has confirmed that the Templemead Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Funding will be available as described above. Therefore, the Traffic Department concurs with this request.


GK/ks



EF)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1993 June 28

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

RECEIVED

JUL 09 1993

CITY CLERKS

SUBJECT:

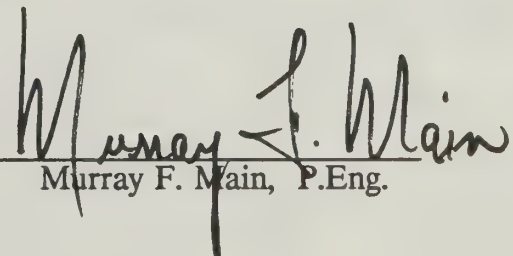
No. 143 Edgemont Street North - Discharge of Residential Boulevard Parking Agreement.
[TEC-149-93]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 64223 C.D. to the property at No. 143 Edgemont Street North be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A


Murray F. Main, P.Eng.

BACKGROUND:

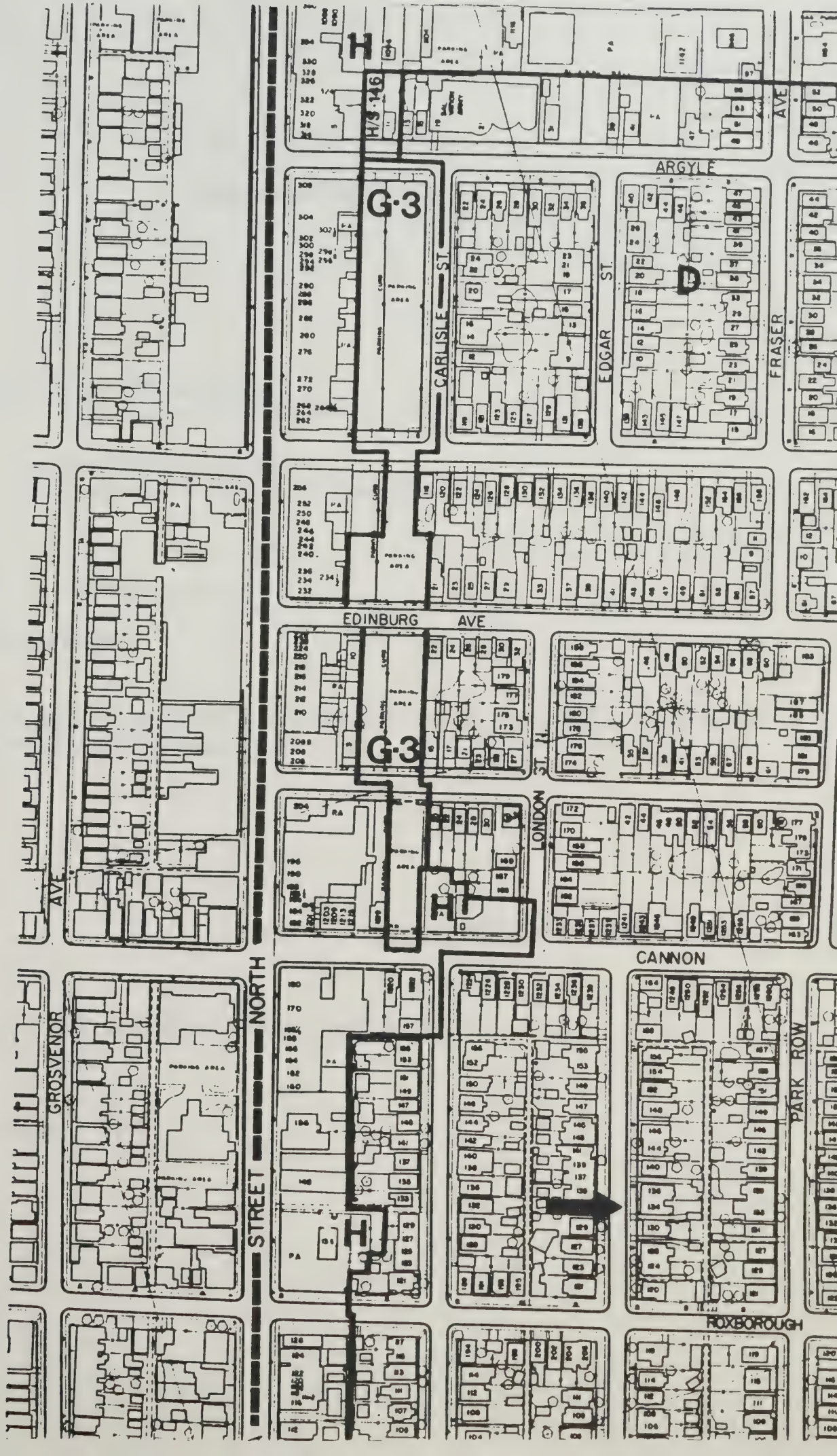
In 1977, the Traffic Department approved an application by the owner of the property at No. 143 Edgemont Street North to allow one vehicle to be parked partially on the boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1977 September 12.

The Lawyer representing the owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged and a new one be entered

into since the old agreement is somewhat outdated in that the homeowner is required to maintain their own insurance while new agreements require the applicant pay a \$10.00 annual insurance fee and the City maintains the insurance policy. Therefore, the Traffic Department concurs with this request.


CVB/ca

cc: Ms. Patrica Noe Johnson, City Solicitor



F

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 12

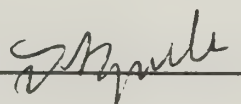
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Tina Agnello, Acting Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Attachment

REPORTS
TRANSPORTATION AND ENVIRONMENT
COMMITTEE

Date	From	Subject	Date
1993 April 28	Murray F. Main Director of Traffic Services	Attendance at the 1993 International Conference of the Institute of Transportation Engineers	1993 June 16
1993 June 14	Doug Lobo, Director Public Works Department	City of Hamilton Elm Tree Protection - Research Project	1993 June 17
1993 June 14	Doug Lobo, Director Public Works Department	1993 Reconstruction Programme Sidewalks on Regional Roads	1993 June 17
1993 June 17	Doug Lobo, Director Public Works Department	Pigeon Control Programme	1993 June 22
1993 June 17	Joe Pavelka Chief Administrative Officer and Doug Lobo, Director Public Works Department	Roadway Spill Clean Up	1993 July 6
1993 June 29	Doug Lobo Director of Public Works	International Society of Arboriculture Ontario Chapter Tree Climbers' Jamboree	1993 July 13
1993 July 6	Murray Main, Director of Traffic Services	Pedestrian Priority Signal Candidate Locations	1993 July 13

Kevin C. Christenson, Secretary
1993 July 19

3

CITY CLERK'S DEPARTMENT

RECEIVED

MEMORANDUM

MAR 11 1993

CITY CLERKS

TO: Kevin Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: Tina Agnello, Secretary
Planning and Development Committee

OUR FILE:
PHONE: 546-2929

SUBJECT: **POLICY REQUESTING BOULEVARD
PARKING FOR ONE, TWO AND
THREE-FAMILY DWELLINGS**

DATE: 1993 March 11

City Council at its meeting of 1993 March 9 approved Section 14 of the **FIFTH** Report of the Planning and Development Committee as follows:

14. A. That approval be given to amended City Initiative 91-G, for a general text amendment to Zoning By-law No. 6593, as amended by By-law No. 92-281, to further modify the front yard parking requirements for single and two-family dwellings, on the following basis:

(a) That Section 7 of By-law No. 92-281 be further modified as follows:

i. Clause 19(1)(v)(1) be amended by deleting the words 'required area for parking' and replacing it with the words 'area for parking, manoeuvring, and access driveway' so the clause reads as follows:

"it may be located in a required front yard provided that the area for parking, manoeuvring and access driveway shall not occupy more than 50% of the gross area of the front yard"

ii. Clause 19(2)(vi)(1) be amended by deleting the words 'required area for parking' and replacing it with the words 'area for parking, manoeuvring, and access driveway' so the clause reads as follows:

.....2

"it may be located in a required front yard provided that the area for parking, manoeuvring and access driveway shall not occupy more than 50% of the gross area of the front yard."

(b) That Section 8 of By-law No. 92-281 be further modified as follows:

- i. Clause 18A.(14a) be amended by adding the word "required" between the words 'a' and 'front' and to add the following words at the end of the Clause "and not less than 50% of the gross area of the front yard shall be used for a landscaped area excluding concrete, asphalt, gravel, pavers, or other similar materials" so the entire clause reads as follows:

"Except for single-family dwellings and two-family dwellings erected prior to the 14th day of December 1971, no part of a required parking area in a residential district shall be located in a required front yard and not less than 50% of the gross area of the front yard shall be used for a landscaped area excluding concrete, asphalt, gravel, pavers, or other similar materials.

- ii. Clauses 18A (14b) and 18A.(14b)(i) be amended by deleting the word "required" between the number '1971,' and the word 'parking' and deleting the word "required" between the words 'the' and 'area' so the entire clause reads as follows:

"For single-family dwellings and two-family dwellings erected prior to the 14th day of December 1971, parking may be provided and maintained in the front yard provided that:

- i. the area for parking shall not occupy more than 50% of the gross area of the front yard; and,...."

(c) That the City Solicitor be directed to prepare a By-law to amend Zoning By-law No. 6593 for presentation to City Council; and,

(d) That the proposed changes to the Zoning By-law are in conformity with the Official Plan for the Hamilton Planning Area.

- B. That Item 1B of the Seventeenth Report of the Planning and Development Committee for 1992 be deleted and replaced as follows:

"That the Transport and Environment Committee be requested to direct the Traffic Department to amend the Council adopted "Policy respecting Boulevard Parking for One, Two and Three-Family Dwellings" to require a minimum of 50% of the boulevard area be provided and maintained as a landscaped area."

D. Burke

Please take note of the specific recommendation to the Transport and Environment Committee in Sub-section B.

Attach.

cc: Alderman H. Merling, Chairman, Transport and Environment Committee

V. Abraham, Director of Local Planning, Planning Department

J. Thoms, Commissioner of Planning and Development, Regional Planning Dept.



Federation of Canadian Municipalities
Fédération canadienne des municipalités

4.

June 7, 1993

Memorandum To FCM Municipal, Associate and Affiliate Members

REQUEST FOR RESOLUTIONS FOR CONSIDERATION
AT THE SEPTEMBER 1993 MEETING OF FCM
NATIONAL BOARD OF DIRECTORS

Le maire Margaret Delisle
Sillery (Québec)

Présidente
Président

Alderman Ron Hayter
Edmonton, Alberta
First Vice President
Premier vice-président

Mayor Audrey Moore
Castlegar, British Columbia
Second Vice President
Deuxième vice-présidente

Mayor Moira Ducharme
Halifax, Nova Scotia
Third Vice President
Troisième vice-présidente

Councillor Doreen Quirk
Markham, Ontario
Past President
Présidente sortante

James W. Knight
Executive Director
Directeur général

The Federation of Canadian Municipalities' Standing Committee on Policies and Resolutions and the National Board of Directors invite the submission of resolutions on **subjects of national municipal interest** for debate at the September 1993 meeting of FCM's National Board of Directors.

FCM will take a stand only on issues which are clearly of **national municipal interest** and which fall within the jurisdiction of the federal government, the provincial and territorial governments acting at the interprovincial level, or FCM itself. Indirect municipal issues and local/regional issues will not be supported by major research and lobbying activity, unless otherwise directed by the Annual Conference or by FCM's National Board of Directors.

Resolutions meeting the enclosed guidelines and received by August 25, 1993 will be submitted to FCM's National Board of Directors at its meeting September 8 - 11 in Fredericton, New Brunswick.

The Standing Committee on Policies and Resolutions and the National Board of Directors appreciates the cooperation of all members in adhering to the enclosed procedures when preparing their resolutions for submission.

We look forward to hearing from you.

Viviane Swann
Resolutions Policy Analyst

Enclosures



Federation of Canadian Municipalities
Fédération canadienne des municipalités

GUIDELINES FOR PRESENTATION OF RESOLUTIONS TO THE FEDERATION OF CANADIAN MUNICIPALITIES

It is by way of resolutions that Municipal, Affiliate and Associate Members bring their concerns to FCM for consideration at the Annual Conference, held in June of each year, or at meetings of the National Board of Directors, held in September, December and March.

Resolutions may be submitted by any municipality or provincial/territorial municipal association which is a member in good standing of the Federation of Canadian Municipalities.

All resolutions endorsed at the Annual Conference or at the National Board of Directors and which require action from the Government of Canada, shall be submitted to the appropriate minister, department or agency for response.

It is therefore important that resolutions be carefully worded so that FCM is directed to take the appropriate action and that the proper message is conveyed.

CONSTRUCTION OF RESOLUTIONS

All members are urged to observe the following guidelines when preparing resolutions for submission to FCM:

- a) FCM will take a stand only on issues which are clearly of national municipal interest and which fall within the jurisdiction of the federal government, the provincial and territorial governments acting at the interprovincial level, or FCM itself. Indirect municipal issues and local/regional issues will not be supported by major research and lobbying activity, unless otherwise directed by the Annual Conference or by FCM National Board of Directors.
- b) The descriptive clauses (WHEREAS...) should clearly and briefly set out the reasons for the resolution. If the sponsor believes that the rationale cannot be explained in a few preliminary clauses, the problem should be more fully stated in supporting documentation.
- c) The operative clause (BE IT RESOLVED...) must clearly set out its intent stating a specific proposal for any action which the sponsor wishes FCM to take. (I.e. BE IT RESOLVED that FCM urge/endorse/petition...) The wording should be clear and brief. Generalization should be avoided.
- d) Background information such as Council reports should be submitted with the resolution. When a resolution is not self explanatory and when adequate information is not received, FCM staff may return the resolution to the sponsor with a request for additional information or clarification.
- e) Proof of endorsement by the sponsoring council must accompany the resolution.

CATEGORIZATION OF RESOLUTIONS

The Standing Committee on Policies and Resolutions will review the resolutions received and categorize them as follows:

- | | |
|--------------------------------|--|
| Category A: | National municipal issues |
| Category B: | Local/regional municipal issues |
| Category C: | Issues not within municipal jurisdiction |
| Category D¹: | Matters dealt with by FCM in the previous three years and that are in accordance with FCM policy |
| Category D²: | Matters dealt with by FCM in the previous three years and that are NOT in accordance with FCM policy |

SUPPLEMENTARY INFORMATION

The Standing Committee on Policies and Resolutions is responsible for receiving and taking action on all resolutions in accordance with the above stated guidelines.

Resolutions which fall within the mandate of an FCM Standing Committee or Task Force will be reviewed by same for the purpose of presenting recommendations to the National Board of Directors or the Annual Conference. Standing Committees and Task Forces are responsible for ensuring that resolutions are compatible with existing policy statements and approved resolutions.

THE DEADLINE FOR SUBMISSION OF RESOLUTIONS TO FCM'S NATIONAL BOARD OF DIRECTORS AT ITS NEXT MEETING IN SEPTEMBER IS AUGUST 25, 1993

The Standing Committee on Policies and Resolutions stresses that resolutions received after the deadline cannot be processed in time for inclusion in the Board Book and will be held for action by the National Board of Directors at its next meeting in December 1993.

For more information please call Viviane Swann - Resolutions Policy Analyst, or Michael Roche - Director of Policy and Programs, at the FCM office Tel: (613) 237-5221, Fax: (613) 237-2965.

5.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 July 13

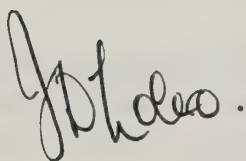
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Ice Storm Damage - (Chipping/Stumping) - April 1993

RECOMMENDATION:

- a) That the Public Works Department, Parks Division, Forestry Section, be authorized to undertake stumping associated with removal of trees (Ice Storm - April 1993) and chipping of stockpiled brush/branch debris.
- b) That the 1993 projected budgetary impacts of the chipping/stumping work of approximately \$47,000.00 be charged to the City's Road and Sidewalk Reconstruction Program.
- c) That due to existing budgetary constraints and projected costs associated with tree replacement, staff be authorized to defer indefinitely this work at properties affected by the April 1993 ice storm.



D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Stumping

Stump removal costs for 366 (see attached) trees would be determined by using \$7/inch for each of our average 12" trees being removed at \$84/tree for approximately 366 trees. The cost would be: **\$30,744.00.**

Chipping

Chipping of brush that had been brought into Upper Ottawa Street, Forestry Depot, using open trucks will require a leased tub chipper. Based on an estimated cost of \$2,320.00 /day for the rental of said chipper and the cost of a in-house front end loader and operator the projected cost will be: **\$16,560.00.**

TOTAL: \$47,304.00

Parks Division, Forestry Section, is responsible for the removal of tree stumps on city road allowances. To date we have had numerous complaints from property owners regarding stumps from trees removed during the ice storm of April 1993. Due to the good weather conditions of late, Parks Division, Forestry Section stumping crew can now take on the added duties of removing said stumps.

Brush and debris from the April 1993 ice storm was removed from streets and sidewalks in open trucks (not chipped) to open these thruways as quickly and efficiently as possible immediately after the storm. Because of the quantity and suspect quality of the debris, a tub chipper would be the most efficient and cost effective method of chipping this material. We would have to lease this equipment as Forestry Section's chippers are required for regular duties and the suspect quality of material could cause damage to our type of chippers.

BACKGROUND:


As a result of the severe ice storm of April 1, 1993, the Public Works Department, Parks Division, Forestry Section has been left with an unanticipated number of stumps (366) and a very large pile of brush/debris. As these items were not budgeted for during the 1993 budget deliberations we do not have funds to undertake the stumping and chipping of brush/debris at this time. A recommendation report was brought forward to Transport and Environment Committee with the following Part (b) of a four part recommendation:

- b) That the Parks Division, Forestry Section, be authorized to engage private contractors to undertake stumping associated with removal of approximately 400 trees, the replacement of said trees using minimum 4" calliper B/B nursery stock and chipping of stockpiled brush/branch debris.

At its meeting of April 6, 1993 it was decided by the Transport and Environment Committee that this particular item be deferred.

Given the severity of the ice storm and resultant damage, citizen complaints have been numerous with concerns relative to safety, aesthetics and tree replacement. It is on this basis that this report and recommendation is submitted to address the two outstanding "clean-up" issues ie. stumping and chipping.

The matter of tree planting is to be deferred with projected budgetary costs at this time being \$146,000.00 using a 50mm diameter, bagged and balled replacement tree.

 RG/nb
attachment

c.c. Mr. Joe Pavelka, Chief Administrative Officer
Mr. A. Ross, Treasurer, Treasury Department
Mr. R. Chrystian, Manager of Parks
Mr. J. Pook, Horticulturalist
Mac MacKinnon, General Foreman, Forestry
Kevin Jones, Foreman, Forestry

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FIVE LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	CALL	SPECIES	S E C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
[REDACTED]									
210 GOLDEN ORCHARD DR. (W/S 250' W, BRIGADOON)	04/01/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
4 GLEN EDEN CRT. (N/S 75' W, BRIGADOON)	04/01/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
120 BRIARWOOD CRES. (E/S 400' S, BENDEMERE)	04/01/93	STORM DAMAGE	20"	NORWAY MAPLE	N	N	SPLIT		
S/S QUEENSDALE AVE. 10' E, SKYLAND.	04/01/93	STORM DAMAGE	16"	SKYLINE LOCUST	N	N	SPLIT		
S/S QUEENSDALE AVE. 25' W, BRUCE PARK.	04/01/93	STORM DAMAGE	16"	SKYLINE LOCUST	N	N	SPLIT		
202 SAN REMO DR.(N/S LAVINA CRES 50'W,S REMO)	04/02/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
169 SAN FRANCISCO AVE. (E/S 500' S, SAN PEDRO)	04/02/93	STORM DAMAGE	20"	WHITE ASH	N	N	SPLIT		
60 ELGAR AVE. (W/S OPP.S/L MONTCALM)	04/03/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FIVE LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	CAL.	SPECIES	S.E.O.	P.R.	REASON TO REMOVE	UTILITIES	DATE STUMPED
264 MAGNOLIA DR. (S/S,S/L OPP.W/L APPLEFORD RD.)	04/03/93	STORM DAMAGE	14"	NORWAY MAPLE	N	N	SPLIT		
170 CLIFTON DOWNS RD.(W/S 100' N, PURNELL)	04/03/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
9 CLIFTON DOWNS RD. (S/S, N/L 150' W, BONAVENTURE)	04/03/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
39 FORESTGATE DR. (E/S, E/L 300' N,S/L)	04/04/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
309 CRANBROOK DR (S/S,S/L 200' W, GLENVALE)	04/04/93	STORM DAMAGE	10"	WHITE ASH	N	N	SPLIT		
55 GILLARD ST. (E/S 50' S, S/L GARDINER	04/04/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
88 GREYFRIAR DR. (S/S 100' W, E/L GRAYSTONE)	04/04/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT	Bulbs at base - do not stump until h-o calls	
95 GREYFRIAR DR. (N/S 90' W, E/L GRAYSTONE)	04/04/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
576 WEST 5TH ST. (W/S 75' N, TYRONE)	04/05/93	STORM DAMAGE	10"	CHINESE ELM	N	N	SPLIT		

DISTRICT # FIVE LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	SEC	P	REASON TO REMOVE	UTILITIES	DATE STUMPED
23 ELSA CRT. (E/S 200' S, N/L GLENDALE)	04/06/93	STORM DAMAGE	20"	SILVER MAPLE	N	N	SPLIT	please call to ahead 2 weeks 383-6051 Joe	
150 BURWOOD DR. (N/S 100' E, MOUNTBATTEN)	04/06/93	STORM DAMAGE	18"	WHITE ASH	N	N	SPLIT		
86 ATWATER CRES. (N/S 350' N. MARLOWE)	04/07/93	STORM DAMAGE	20"	WHITE ASH	Y	Y	SPLIT		
61 APPLEFORD CRES. (W/S, W/L 450' N, S/L MAGNOLIA)	04/07/93	STORM DAMAGE	12"	WHITE BIRCH	N	N	SPLIT		
64 APPLEFORD CRES. (E/S, W/L 600' N, S/L FORESTGATE)	04/07/93	STORM DAMAGE	20"	WHITE ASH	N	N	SPLIT		
S/S FENNEL 80' W, U. WELLINGTON	04/07/93	STORM DAMAGE	12"	NORWAY MAPLE	N	N	SPLIT		Do not Prune Stump - Prune
41 RANCHDALE DR. (W/S, W/L 60' N, S/L)	04/07/93	STORM DAMAGE	24"	SILVER MAPLE	N	N	SPLIT		
78 RANCHDALE DR. (S/S, N/L 150' W, DEERBORN)	04/07/93	STORM DAMAGE	20"	WHITE ASH	N	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FIVE LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	STATUS	REASON TO REMOVE	UTILITIES	DATE STUMPED
138 ROSEDENE AVE. (N/W COR. AT BELVEDERE)	04/07/93	STORM DAMAGE	20"	MANIT. MAPLE	N	SPLIT		
68 PURDY CRES. (W/S,E/L 500' S, N/L)	04/07/93	STORM DAMAGE	16"	WHITE ASH	N	SPLIT		
7 BENTLEY PL. (S/S 150' W, E/L PURNELL)	04/07/93	STORM DAMAGE	16"	WHITE ASH	N	SPLIT		
11 GRAYWOOD RD. (E/S,W/L 100' S, GLENVIEW)	04/07/93	STORM DAMAGE	12"	WHITE ASH	N	SPLIT		
32 GRAYWOOD RD. (S/S,S/L 150' W, END)	04/07/93	STORM DAMAGE	14"	WHITE ASH	N	SPLIT		
42 GRAYWOOD RD. (S/S,S/L 20' W, END)	04/07/93	STORM DAMAGE	12"	WHITE ASH	N	SPLIT		
374 BRIGADOON DR. (N/S,N/L 300' W, FIONA)	04/07/93	STORM DAMAGE	6"	CHINESE ELM	N	SPLIT		
493 BRIGADOON DR. (E/S,W/L 300' N, DUNCAIRN)	04/07/93	STORM DAMAGE	20"	WHITE ASH	N	SPLIT		
558 BRIGADOON DR. (W/S ,W/L 150' S, GLENVIEW CRT.)	04/07/93	STORM DAMAGE	10"	WHITE ASH	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FIVE LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	S E C	P R	REASON TO REMOVE	UTILITIES	DATE STUMPED
323 CALEDON AVE. (E/S 150' N, JAMESTON)	04/16/93	STORM DAMAGE	18"	MAN. MAPLE	Y	Y	SPLIT		
89 DESCHENE AVE. (S/S HESTER 120' E, DESCHENE)	04/16/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
19 ATERNO DR. (W/S 150' S, ELLIOT)	04/16/93	STORM DAMAGE	18"	WHITE ASH	N	N	SPLIT		
(N/S, N/L WENDOVER DR. 220' E, W/L MAGNOLIA)	04/16/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
147 WENDOVER DR. (E/S, E/L 100' N & OPP. FARMER)	04/16/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
232 WENDOVER DR. (W/S, E/L OPP. HADELAND)	04/16/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
OPP. 70 ELMIRA DR. (S/S 350' E, LIONSGATE)	04/16/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
54 ELKWOOD CRT. (N/S 20' W, MOUNTBATTEN)	04/16/93	STORM DAMAGE	8"	BLACK WILLOW	N	N	SPLIT		
58 ELKWOOD DR. (N/S 60' E, MOUNTBATTEN)	04/16/93	STORM DAMAGE	12"	GREEN ASH	N	N	SPLIT		

DISTRICT # FIVE LIST # 4A

[illegible]

DISTRICT # FIVE LIST # 4B

[illegible]

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FIVE LIST # 4B

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	S E C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
54 FALKIRK DR. (N/S, S/L 150' E, E/L FALKIRK)	04/21/93	STORM DAMAGE	14"	NORWAY MAPLE	N	N	SPLIT		
91 HEATHERDALE PL. (N/S 450' E, & OPP. GONDOLA)	04/21/93	STORM DAMAGE	12"	NORWAY MAPLE	N	N	SPLIT		do not stump
79 HEATHERDALE PL. (N/S 270' E, & OPP. GONDOLA)	04/21/93	STORM DAMAGE	10"	WHITE ASH	N	N	SPLIT		
1090 U. JAMES ST. (W/S 80' S, LIMERIDGE RD. W.)	04/22/93	STORM DAMAGE	27"	WEeping WILLOW	N	N	SPLIT		
343 CRANBROOK DR. (S/S, S/L 80' W, COURTLAND)	04/22/93	STORM DAMAGE	10"	NORWAY MAPLE	N	N	SPLIT		
58 COLUMBIA DR. (W/S, E/L 80' N, N/L DELMAR)	04/22/93	STORM DAMAGE	18"	FLOWER CRAB	N	N	SPLIT		
30 SOUTHLEA DR. (W/S 60" N, N/L LYNBROOK)	04/23/93	STORM DAMAGE	18"	GREEN ASH	N	N	SPLIT		
31 SOUTHLEA DR. (E/S 60' N, N/L LYNBROOK)	04/23/93	STORM DAMAGE	10"	GREEN ASH	N	N	SPLIT		
42 GENEVA DR. (W/S 200' N, BENDEMERE)	04/23/93	STPRM DAMAGE	14"	NORWAY MAPLE	N	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FIVE LIST # 4B

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	S E C	P R	REASON TO REMOVE	UTILITIES	DATE STUMPED
12 COURTLAND AVE. (W/S 130' N, STONECHURCH RD.)	04/23/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
34 LEADALE PL. (E/S 200' S, STACEY)	04/26/93	STORM DAMAGE	14"	WHITE ASH	Y	Y	SPLIT		
31 ELGAR AVE. (E/S 130' S, AMBASSADOR)	04/26/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
98 LYNBROOK DR. (N/S, N/L 75' W, MILLBANK)	04/27/93	STORM DAMAGE	8"	NORWAY MAPLE	Y	Y	SPLIT		
688 WEST 5TH ST. (W/S 300' N, ELKWOOD)	04/27/93	STORM DAMAGE	8"	NORWAY MAPLE	N	N	SPLIT		
711 WEST 5TH ST. (E/S 250' N, LIMERIDGE)	04/27/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
E, WEST 15TH		DAMAGE		SPRUCE					
15 SOUTHILL DR. (E/S 200' S OF INVERNESS AVE W)	04/29/93	STORM DAMAGE	22"	WHITE ASH	N	Y	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FIVE LIST # 5A

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	S	P	REASON TO REMOVE	UTILITIES	DATE STUMPED
11 GRAYWOOD RD. (E/S 120' S, GLENVIEW PL)	May 6, 1993	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
110 CLARENDON AVE. (W/S 40' S, McELROY)	May 7, 1993	STORM DAMAGE	4"	MOUNT. ASH	Y	Y	SPLIT		
78 McELROY RD. E. (S/S 80' W, DANA)	May 7, 1993	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
16 SAN GRECO DR. (W/S 200' W, SAN PAULO)	May 10, 1993	STORM DAMAGE	12"	SIBERIAN ELM	N	N	SPLIT		
70 STONECHURCH RD. E. (S/S 650' W, U. JAMES)	May 10, 1993	STORM DAMAGE	8"	MANIT. MAPLE	N	N	SPLIT		
535 UPPER HORNING ON E/S 180 N OF ADIS AVE	May 13, 1993	STORM DAMAGE	8"	WHITE ASH	N	N	SPLIT		May 21, 93 Renewed by Homeowner.
W OF E/LEG OF COLLIER CRES	1993	RED							JUL 06 1993
E OF E/LEG OF CRANBROOK DR	1993			PINE			D		Do not JUL 26, 1993

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FIVE LIST # 5A

LOCATION	DATE TOPPED	COMMENTS	CAV	SPECIES	S E C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
4 SAN FERNANDO DR. (N/S, S/L 25' W, E/L GOULDING)	May 6, 1993	STORM DAMAGE	16"	SILVER MAPLE	Y	Y	SPLIT		
2 SANTA FE CRT. (W/S 25' S, SAN FRANCISCO)	May 6, 1993	STORM DAMAGE	12"	NORWAY MAPLE	N	N	SPLIT		
602 STONECHURCH RD. W. (N/S 600' W, COURTLAND)	May 6, 1993	STORM DAMAGE	4"	WHITE ASH	N	N	SPLIT		
51 HEATHERDALE PL. (N/S OPP. GONDOLA)	May 6, 1993	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
24 GRENOBLE RD. (W/S 300' N, DUNCAIRN CRES.)	May 6, 1993	STORM DAMAGE	21"	WHITE ASH	N	N	SPLIT		
17 FIONA CRES. (W/S, E/L 200' N, N/L BRIGADOON)	May 6, 1993	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
14 CHRISTIE ST. (W/S 150' S, RYMAL)	May 5, 1993	STORM DAMAGE	10"	NORWAY MAPLE	N	N	SPLIT		
221 GOLDEN ORCHARD DR. (N/S, S/L 150' W, W/L BRIGADOON)	May 6, 1993	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FIVE LIST # 5A

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	S H G	R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
109 WEST 23RD ST.(E/S 60' N, BENDEMERE)	May 4, 1993	STORM DAMAGE	14"	JAPAN. CHERRY	N	N	SPLIT		
93 WEST 23RD ST. (E/S 300' N, BENDEMERE)	May 4, 1993	STORM DAMAGE	14"	JAPAN. CHERRY	N	N	SPLIT		
117 WEST 35TH ST. (S/S LESLIE AVE. 30' E, W 35TH)	May 4, 1993	STORM DAMAGE	8"	BLACK WALNUT	Y	N	SPLIT		
35 FIONA CRES.(S/W COR. AT N/L & E/L FIONA)	May 4, 1993	STORM DAMAGE	2-10" 2-2"	CH. ELM NOR. M.	N	N	SPLIT		
2 GONDOLA ST. (W/S 60' S, HEATHERDALE)	May 4, 1993	STORM DAMAGE	6"	RUSSIAN OLIVE	N	N	SPLIT		
54 WEST 28TH ST. (W/S 300' N, LESLIE)	May 4, 1993	STORM DAMAGE	14'	FLOWER CRAB	Y	Y	SPLIT		
149 SANFRANCISCO AVE (S/S, N/L 180' W, SAN PEDRO)	May 4, 1993	STORM DAMAGE	12"	NORWAY MAPLE	N	N	SPLIT		
67 SAN REMO DR. (S/E COR. AT ARGO)	May 4, 1993	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
W, GRENOBLE)	1993	DAMAGE		ASH				see attached sheet	

DISTRICT

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	CAL.	SPECIES	S E C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
11 ENOLA CRT. (W/S 200' N, EAGLEWOOD)	04/01/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
387 EAST 37TH ST. (E/S 120' S, MACASSA)	04/02/93	STORM DAMAGE	20"	SUN LOCUST	N	N	SPLIT		
396 EAST 36TH ST. (W/S 250' S, MACASSA)	04/02/93	STORM DAMAGE	10"	NORWAY MAPLE	N	N	SPLIT		
746 STONECHURCH RD. E. (S/S 100' E, ELEANOR)	04/02/93	STORM DAMAGE	14"	SUN. LOCUST	N	N	SPLIT		
26 QUAY CRT. (N/S 250' W, QUEEN VICTORIA)	04/02/93	STORM DAMAGE	14"	WHITE ASH	Y	Y	SPLIT		
145 RENO AVE. (N/S 150' W, U. OTTAWA)	04/02/93	STORM DAMAGE	20"	NORWAY MAPLE	N	N	SPLIT		
69 BEACONSFIELD DR. (N/S 100' W, U. OTTAWA)	04/02/93	STORM DAMAGE	26'	NORWAY MAPLE	N	N	SPLIT		
6 BOBOLINK RD. (S/S 100' E, U. WELLINGTON)	04/02/93	STORM DAMAGE	18"	WHITE ASH	N	N	SPLIT		
91 LOCHEED DR. (N/S 200' W, KINGSBERRY)	04/03/93	STORM DAMAGE	6"	NORWAY MAPLE	N	N	UPROOT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	S H E E T	P R I O R I T Y	REASON TO REMOVE	UTILITIES	DATE STUMPED
136 QUAKER CRES. (N/S 200' E, QUEEN VICTORIA)	04/03/93	S' 94 IVORY S.	14"	WHITE ASH	N	N	SPLIT		
132 QUAKER CRES. (N/S 230' E, QUEEN VICTORIA)	04/03/93	S' 94 IVORY S.	14"	WHITE ASH	N	N	SPLIT		
63 CURRIE ST. (N/E COR. AT W/L DUBARRY)	04/03/93	STORM DAMAGE	3-14"	WHITE ASH	N	N	SPLIT		
103 ROBSON CRES. (N/S 100' E, ROSEWELL)	04/03/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
46 AUSTIN DR. (W/S 400' S, CAMELOT)	04/03/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
9 REDWING RD. (E/S 150' S, N/L MEADOWLARK)	04/03/93	STORM DAMAGE	14"	NORWAY MAPLE	N	N	SPLIT		
61 MEADOWLARK DR. (N/S, N/L 150' S, N/L)	04/03/93	STORM DAMAGE	24"	WHITE ASH	N	N	SPLIT		
63 MEADOWLARK DR. (N/S, N/L 100'S, N/L)	04/03/93	STORM DAMAGE	10"	NORWAY MAPLE	N	N	SPLIT		
301 EAST 16TH ST. (N/E COR. AT FENNELL)	04/03/93	STORM DAMAGE	2-16"	SKYLINE LOCUSTS	Y	Y	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR

LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	CAL.	SPECIES	S H O	P R	REASON TO REMOVE	UTILITIES	DATE STUMPED
190 EAST 13TH ST. (W/S 300' S, QUEENSDALE)	04/03/93	STORM DAMAGE	10"	NORWAY SPRUCE	N	N	BLOWN OVER		
30 DONLEA DR. (S/W COR. N/L & E/L DONLEA)	04/03/93	STORM DAMAGE	2-8"	WHITE ASH	Y	N	SPLIT		
966 BRUCEDALE AVE. E. (S/S 150' E, U. OTTAWA)	04/03/93	STORM DAMAGE	16"	RED MAPLE	N	N	SPLIT		
9 BLACKTHORNE AVE. (E/S 100' S, FIELDWAY)	04/04/93	STORM DAMAGE	20"	WHITE ASH	N	N	SPLIT		
200 LAWNHURST DR. (N/E COR. W/L AT LESTERWOOD)	04/04/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
185 LAWNHURST DR. (W/S W/L 40' S, LESTERWOOD)	04/04/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
50 & 54 LAMBERT ST. (W/S 60' & 80' N, LESTERWOOD)	04/04/93	STORM DAMAGE	2-12"	WHITE ASH	N	N	SPLIT		
46 CARMEN AVE. (S/S, N/L 275' W, E/L CAMEO)	04/04/93	STORM DAMAGE	16"	SUN. LOCUST	N	N	SPLIT		
282 EAST 45TH ST. (W/S 80' N, ELEVENTH)	04/04/93	STORM DAMAGE	12"	NORWAY MAPLE	Y	Y	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	S E C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
181 BELLINGHAM DR. (N/S 175' W, W/L FOLKSTONE)	04/04/93	STORM DAMAGE	12"	NORWAY MAPLE	N	N	SPLIT		
189 BELLINGHAM DR. (N/S 150' W, W/L FOLKSTONE)	04/04/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
6 WINDRUSH CRES. (N/S 100' W, LAWFIELD)	04/04/93	STORM DAMAGE	24"	NORWAY MAPLE	N	N	SPLIT		
50 LOCKTON CRES. (W/S LAWSON ST 50' N, N/L LOCKTON)	04/04/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT	11T. Cable under stump	
58 LOCKTON CRES. (N/S 75' W, LAWSON)	04/04/93	STORM DAMAGE	18"	NORWAY MAPLE	N	N	SPLIT		
11 ROWAN CRT. (S/S 75' W, E/L REXFORD)	04/04/93	STORM DAMAGE	12"	NORWAY MAPLE	N	N	SPLIT		
355 & 359 QUEEN VICTORIA DR. (E/S, E/L 90& 120' N, QUEENSBURY)	04/04/93	STORM DAMAGE	2-12"	WHITE ASH	Y	Y	SPLIT		
447 EAST 43RD. ST. (E/S 50' N, MOHAWK)	04/04/93	STORM DAMAGE	8"	WHITE ASH	N	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	S E C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
172 SHERWOOD RISE (S/S, S/L 100' E, PRINCETON)	04/04/93	STORM DAMAGE	20"	WHITE ASH	N	N	SPLIT		
156 SHERWOOD RISE (S/S, S/L 200' W, PRINCETON)	04/04/93	STORM DAMAGE	10"	FLOWER CRAB	N	N	SPLIT		
108 MOXLEY DR. (E?S 150' S, LARCH)	04/05/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
559 EAST 27TH ST. (E/S 50' S & OPP. GILDEA)	04/05/93	STORM DAMAGE	18"	WHITE ASH	Y	Y	SPLIT		
872 CONCESSION ST. (S/S 50' W, EAST 36TH)	04/05/93	STORM DAMAGE	22"	WHITE ELM	N	N	SPLIT		
W/S U. WENTWORTH 75' S, N/L KINGFISHER.	04/05/93	STORM DAMAGE	8"	WHITE ASH	N	N	SPLIT		
261 THORNER DR. (N/S 75' W, DEERBORN)	04/05/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
21 FIELDWAY DR. (N/S 200' E, CLONMORE)	04/05/93	STORM DAMAGE	18"	WHITE ASH	N	N	SPLIT		
5 DuBARRY BLVD. (N/S, W/L 75' E, CURRIE)	04/05/93	STORM DAMAGE	18"	WHITE ASH	N	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	S	P	REASON TO REMOVE	UTILITIES	DATE STUMPED
73 BEACONSFIELD DR. (W/S U. OTTAWA 50'-75' N, BEACONSFIELD)	04/05/93	STORM DAMAGE	14" 18"	WHITE ASH	Y	Y	SPLIT		
61,65,69 GREENINGDON DR. (E/S, W/L 400'-600' S, N/L PURDY)	04/05/93	STORM DAMAGE	3-18"	WHITE ASH	N	N	SPLIT		
197 EAST 23RD ST. (E/S 350' S, BRUCEDALE)	04/05/93	STORM DAMAGE	4"	SERVICE-BERRY	Y	N	TREE DOWN		
11 GLEBE CRT. (S/S 75' W, GILLARD)	04/05/93	STORM DAMAGE	14"	NORWAY MAPLE	N	N	TREE DOWN		
335 EAST 12TH ST. (E/S 500' N, HOWE)	04/06/93	STORM DAMAGE	26"	MANIT. MAPLE	N	N	TREE DOWN		
709 U. OTTAWA ST. (E/S 75' N, SANDALWOOD)	04/06/93	STORM DAMAGE	20"	WHITE ASH	N	N	SPLIT		
89 LAWNHURST DR. (N/S 100' E, LING)	04/06/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
836 U. WENTWORTH ST. (W/S 350' S, MOHAWK)	04/06/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	S.E.C.	P.R.	REASON TO REMOVE	UTILITIES	DATE STUMPED
11 ENDFIELD AVE. (N/S 250' E, BRENTWOOD)	04/06/93	STORM DAMAGE	12"	NORWAY MAPLE	N	N	SPLIT		
398 EAST 28TH ST. (W/S 150' N, FRANKLIN)	04/06/93	STORM DAMAGE	8"	WHITE ASH	Y	Y	SPLIT		
81 SHADYSIDE AVE. (S/E COR. AT HALAM)	04/06/93	STORM DAMAGE	12" 10"	W. ASH F. CRAB	N	N	SPLIT		
60 ARBOUR RD. (W/S 100' S, STONECHURCH)	04/06/93	STORM DAMAGE	18"	MANIT. MAPLE	N	N	SPLIT		
158 EAST 19TH ST. (W/S 100' N, QUEENSDALE)	04/06/93	STORM DAMAGE	34"	SILVER MAPLE	N	N	SPLIT		
S/S U. OTTAWA ST. 250' & 400' N, REDBURY.	04/07/93	STORM DAMAGE	2-6"	WHITE ASH	N	N	SPLIT		
27 FOLKSTONE AVE. (S/S S/L 250' W, LAWSON)	04/07/93	STORM DAMAGE	8"	NORWAY MAPLE	N	N	SPLIT		
83 ROBSON CRES. (E/S ROSEWELL 50' N, ROBSON)	04/07/93	STORM DAMAGE	10"	NORWAY MAPLE	N	N	SPLIT		
15,22,30 AUSTIN DR. (E/S, E/L 150'-400' S, CAMELOT)	04/07/93	STORM DAMAGE	3-16"	WHITE ASH	N	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	SEC	P R	REASON TO REMOVE	UTILITIES	DATE STUMPED
712 U. SHERMAN AVE. (W/S 75' N, FRANKLIN)	04/07/93	STORM DAMAGE	14"	CHINESE ELM	N	N	SPLIT		
73 AUSTIN DR. (S/S,S/L 150' E, BELLINGHAM)	04/07/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
47 KIRKLAND AVE. (E/S,E/L 50' N. S/L)	04/07/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
84 LILACSIDE DR. (W/S,E/L 30' N, DORVAL)	04/07/93	STORM DAMAGE	4"	GRSPIRE LINDEN	N	N	SPLIT		
15 ASHLAND AVE. (E/S 225' S, TENTH)	04/07/93	STORM DAMAGE	8"	WHITE ASH	Y	Y	SPLIT		
60 ANNA CAPRI DR. (S/S 150' W, VILLA CRT.)	04/07/93	STORM DAMAGE	8"	SILVER MAPLE	N	N	SPLIT		
56 ANNA CAPRI DR. (S/S 180" W, VILLA CRT.)	04/07/93	STORM DAMAGE	10"	WHITE ASH	N	N	SPLIT		
63 LESTERWOOD ST. (S/S 75' E, W/L LAWNHURST)	04/13/93	STORM DAMAGE	10"	WHITE ASH	N	N	SPLIT		
59 LESTERWOOD ST. (S/S 125' E, W/L LAWNHURST)	04/13/93	STORM DAMAGE	10"	WHITE ASH	N	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR

LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	STATUS	REASON TO REMOVE	UTILITIES	DATE STUMPED
136 LAWNHURST DR. (N/S, S/L 400' E, W/L)	04/13/93	STORM DAMAGE	10"	GREEN ASH	N	SPLIT		
82 LAWNHURST DR. (N/S, S/L 60' E, LING)	04/13/93	STORM DAMAGE	10"	GREEN ASH	N	SPLIT		
76 BESTON DR. (W/S 350" N, LANDRON)	04/13/93	STORM DAMAGE	6"	GLOBE MAPLE	N	SPLIT		
151 MOXLEY CRT. (E/S 50' S, CARSON)	04/13/93	STORM DAMAGE	14"	GREEN ASH	N	SPLIT		
219 LARCH ST. (N/S 300' E, U. OTTAWA)	04/13/93	STORM DAMAGE	8"	WHITE ASH	N	SPLIT		
17 TUNA CRT. (S/S 250' W, W/L TUNBRIDGE CRES.)	04/13/93	STORM DAMAGE	6"	GLOBE MAPLE	N	SPLIT		
89 BURKHOLDER DR. (N/E COR. AT EAST 25TH)	04/13/93	STORM DAMAGE	12"	GREEN ASH	N	SPLIT		
47 WINDRUSH CRES. (S/S 100' E & OPP. MEAFORD.)	04/13/93	STORM DAMAGE	14"	WHITE ASH	N	SPLIT		
12 CAMELOT DR. (S/S 70' E, E/L AUSTIN)	04/13/93	STORM DAMAGE	12"	SUN. LOCUST	N	SPLIT		

DISTRICT # FOUR LIST # 4A

LOCATION	DATE STUMPED	COMMENTS	CAL.	SPECIES	SIZE	REASON TO REMOVE	UTILITIES	DATE STUMPED
3 CAMELOT DR. (E/S BELLINGHAM DR 30' N, CAMELOT)	04/13/93	STORM DAMAGE	12"	WHITE ASH	N	SPLIT		
10 BELLINGHAM DR. (W/S, W/L 40' S, WINDRUSH)	04/13/93	STORM DAMAGE	8"	ACER RUBRUM	N	SPLIT		
214 Q. VICTORIA DR. (S/S N/L 200' E, RAINHAM)	04/13/93	STORM DAMAGE	14"	CHINESE ELM	N	SPLIT		
246 Q. VICTORIA DR. (S/S, N/L 350' N, RALEIGH)	04/13/93	STORM DAMAGE	6"	GREEN ASH	N	SPLIT		
112 Q. VICTORIA DR. (E/S, W/L 200' N, QUAKER)	04/13/93	STORM DAMAGE	12"	WHITE ASH	N	SPLIT		
11 QUAKER CRES. (E/S, W/L Q. VICTORIA 30' N, QUAKER)	04/13/93	STORM DAMAGE	18"	GREEN ASH	N	SPLIT		
4 TUNA CRT. (W/S, W/L TUNBRIDGE 35' N, TUNA)	04/13/93	STORM DAMAGE	12"	GREEN ASH	Y	SPLIT		
W/S U. OTTAWA ST. 50' S, REDBURY)	04/14/93	STORM DAMAGE	5"	WHITE ASH	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4A

LOCATION	DATE TOPPED	CONVENIENT	CAL	SPECIES	S E C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
35 LAMB CRT. (E/S 400' S, LARCH)	04/14/93	STORM DAMAGE	10"	WHITE ASH	N	N	SPLIT		
15 BIRCHCLIFFE DR. (E/S, W/L 200' S, END)	04/14/93	STORM DAMAGE	14"	GREEN ASH	N	N	SPLIT		
7 THOMPSON CRT. (E/S 100' S, BURKHOLDER)	04/14/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
500 MOHAWK RD. E. (S/S 500' W, U. SHERMAN)	04/14/93	STORM DAMAGE	14"	POPLAR	N	N	SPLIT		
OPP. 222 Q. VICTORIA DR. (N/S, N/L 225' E, RAINHAM)	04/14/93	STORM DAMAGE	6"	GREEN ASH	N	N	SPLIT		
N/S, Q. VICTORIA DR. 50' E, RAINHAM)	04/14/93	STORM DAMAGE	6"	SUN. LOCUST	N	N	SPLIT		
125 ANNA CAPRI DR. (N/S 20' W, W/L TAYMALL)	04/14/93	STORM DAMAGE	12"	NORWAY MAPLE	Y	Y	SPLIT		
27 ANNA CAPRI DR. (W/S RITA 25'N, ANNACAPRI)	04/14/93	STORM DAMAGE	10"	WHITE ASH	N	N	SPLIT		
68 ANNA CAPRI DR. (W/S VILLA 50' S, ANNACAPRI)	04/14/93	STORM DAMAGE	8"	WHITE ASH	Y	Y	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	S E C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
14 VILLA CRT. (W/S 170' S, ANNA CAPRI)	04/14/93	STORM DAMAGE	10"	NORWAY MAPLE	N	N	SPLIT		
4 ALBION FALLS BLVD. (W/S 75' S, LIMERIDGE)	04/14/93	STORM DAMAGE	10"	WHITE ASH	N	N	SPLIT		
15 LISA CRT. (S/S 250' W, E/L LAWNHURST)	04/14/93	STORM DAMAGE	12"	GREEN ASH	N	N	SPLIT		
27 FIELDING CRES. (N/S, N/L 25' E, & OPP. E/L CORAL)	04/14/93	STORM DAMAGE	24"	WHITE ASH	N	N	SPLIT		
13 EDWINA PL. (E/S 80' S, N/L BERKO)	04/14/93	STORM DAMAGE	8"	NORWAY MAPLE	N	N	SPLIT		
36 LAWFIELD DR. (W/S 40' N, CAMELOT')	04/14/93	STORM DAMAGE	16"	SKYLINE LOCUST	N	N	SPLIT		
27 CORAL DR. (S/S, S/L 350' S, FIELDING CRES.)	04/14/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
141 RENO AVE. (N/S 30' E & OPP LORRAINE)	04/15/93	STORM DAMAGE	16"	WHITE ASH	Y	Y	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4A

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	S	P	REASON TO REMOVE	UTILITIES	DATE STUMPED
144 RENO AVE. (S/S 75' E, LORRAINE)	04/15/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
57 BELLINHAM DR. (E/S, W/L OPP JEANETTE)	04/15/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
182 BERKO AVE. (N/S, N/L 60' W, BAROCHE)	04/15/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
229 BERKO AVE. (N/S, N/L 90' W, SHAMROCK)	04/15/93	STORM DAMAGE	12"	SUNB. LOCUST	Y	Y	SPLIT		
43a LILACSIDE DR. (N/S, N/L 80' W, E/LEG)	04/15/93	STORM DAMAGE	18"	SYC-AMORE	N	N	SPLIT		
378 EAST 24TH ST. (W/S, E/L 70' N, S/LEG)	04/15/93	STORM DAMAGE	8"	SKYLINE LOCUST	N	N	SPLIT		
77 BELLINGHAM DR. (E/S, W/L 200' N, S/L AUSTIN)	04/15/93	STORM DAMAGE	20"	GREEN ASH	N	N	SPLIT		
58 GRENADIER DR. (W/S 150' S, ELLIOT)	04/15/93	STORM DAMAGE	30"	SUGAR MAPLE	N	N	SPLIT		
601 SEVENTH AVE. (N/S 70' E, EAST 34TH ST.)	04/15/93	STORM DAMAGE	16"	CRAB-APPLE	N	N	SPLIT		

DISTRICT # FOUR LIST # 4A

[illegible]

DISTRICT # FOUR LIST # 4B

LOCATION	DATE TOPPED	COMMENTS	CAL.	SPECIES	S E C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
302 EAST 43RD ST. (W/S 50' N & OPP. LUPIN)	04/21/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
93 BIRCHVIEW DR. (N/E COR. AT FLOOR)	04/21/93	STORM DAMAGE	12"	GREEN ASH	N	N	SPLIT		
716 LIMERIDGE RD. E. (S/S 200' W, & OPP. LAWNVIEW)	04/21/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
763 LIMERIDGE RD. E. (N/S 300' W, & OPP. E/L LEGGETT)	04/21/93	STORM DAMAGE	18"	SILVER MAPLE	N	N	SPLIT		
17 BERKO ST. (S/S 30' E, W/L BELLINGHAM)	04/21/93	STORM DAMAGE	18"	WHITE ASH	N	N	SPLIT		
202 REXFORD DR. (N/S, N/L 125' E, & OPP. ROSEWELL)	04/21/93	STORM DAMAGE	12"	WHITE ASH	N	N	SPLIT		
11 NORMAJEAN AVE. (E/S 80' S, STONECHURCH)	04/21/93	STORM DAMAGE	8"	GREEN ASH	N	N	SPLIT		
480 EAST 36TH ST. (W/S 300' N, MOHAWK)	04/22/93	STORM DAMAGE	14"	NORWAY MAPLE	N	N	SPLIT		

DISTRICT # FOUR LIST # 4B

[illegible]

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4B

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	S E C	R E A S O N T O R E M O V E	UTILITIES	DATE STUMPED
54 BERKO AVE. (S/S, S/L 150' E, DARTFORD)	04/19/93	STORM DAMAGE	14"	WHITE ASH	N	SPLIT		
31 CAMELOT DR. (N/S 100' E & OPP. DARTFORD)	04/19/93	STORM DAMAGE	12"	WHITE ASH	N	SPLIT		
23 LESTERWOOD ST. (S/S 250' W, LING)	04/19/93	STORM DAMAGE	12"	WHITE ASH	N	SPLIT		
3 BANFF DR. (S/E COR. AT MUIR)	04/19/93	STORM DAMAGE	14"	SILVER POPLAR	N	SPLIT		
18 CURRIE ST. (N/W COR. AT RENO)	04/19/93	STORM DAMAGE	6"	CRAB APPLE	N	SPLIT		
160 QUAKER CRES. (N/S, S/L OPP. QUESTER CRT.)	04/20/93	STORM DAMAGE	8"	GLOBE MAPLE	N	SPLIT		
712 LIMERIDGE RD.E (S/S 400' E, U. SHERMAN)	04/20/93	STORM DAMAGE	12"	GREEN ASH	Y	SPLIT		
10 BISHOPSGATE AVE. (W/S 70' S, MOHAWK)	04/20/93	STORM DAMAGE	16"	WHITE ASH	N	SPLIT		
12 BRENDAN CRT. (E/S 200' N, BEHAN)	04/20/93	STORM DAMAGE	10"	GR. SPIRE LINDEN	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4B

LOCATION	DATE TAPPED	COMMENTS	CAL	SPECIES	S P E C I E S	P R I O R I T Y	REASON TO REMOVE	UTILITIES	DATE STUMPED
42 ROWENA CRT. (N/S 450' W, QUAKER)	04/19/93	STORM DAMAGE	14"	NORWAY MAPLE	Y	N	SPLIT		Home owner removed already - May 21 1993
217 RIDGE ST. (N/E COR. AT LIMERIDGE)	04/19/93	STORM DAMAGE	22"	MANIT. MAPLE	N	N	SPLIT		
9 BISHOPSGATE AVE. (E/S 150' S, MOHAWK)	04/19/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
78 BISHOPSGATE AVE. (W/S 120' N, THORNER)	04/19/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
15 BISHOPSGATE AVE. (N/S, N/L LILACSIDE 25' E, BISHOPSGATE)	04/19/93	STORM DAMAGE	20"	WHITE ASH	N	N	SPLIT		
126 LOCTON CRES. (W/S, W/L 60' N, LIMERIDGE)	04/19/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
39 KIRKLAND AVE. (E/S, E/L 500' S, CAMELOT)	04/19/93	STORM DAMAGE	14"	SKYLINE LOCUST	N	N	SPLIT		
21 BERKO AVE. (S/S, S/L 150' E, W/L BELLINGHAM)	04/19/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4B

LOCATION	DATE TOPPED	COMMENTS	CAL.	SPECIES	S.H.O.	P.R.	REASON TO REMOVE	UTILITIES	DATE STUMPED
38 VALECREST AVE. (S/S 325' W, E/L DONLEA)	04/22/93	STORM DAMAGE	16"	WHITE ASH	N	N	SPLIT		
47 VALECREST AVE. (N/S 130' W, E/L DONLEA)	04/22/93	STORM DAMAGE	18"	OSPLIRE LINDEN	Y	Y	SPLIT		
394 EAST 13TH ST. (N/S HOWE 80' W, EAST 13TH)	04/22/93	STORM DAMAGE	20"	GREEN ASH	N	N	SPLIT		
N/S LIMERIDGE RD. 150' E, LENNOX)	04/22/93	STORM DAMAGE	2-6"	WHITE ASH	N	N	SPLIT		
217 EAST 45TH ST. (N/S NINTH 30' E, EAST 45TH)	04/22/93	STORM DAMAGE	12"	SUGAR MAPLE	N	N	SPLIT		
30 DuBARRY BLVD. (E/S, E/L 50' S, N/L DuBARRY)	04/22/93	STORM DAMAGE	10"	GREEN ASH	N	N	SPLIT		
S/S, S/L BUTLER DR 100' W, AMHERST CIRCLE)	04/22/93	BREBEUF SCHOOL	20"	SUGAR MAPLE	N	N	SPLIT		
215 REXFORD DR. (S/S, E/L 80' W, RHODES)	04/22/93	STORM DAMAGE	10"	WHITE ASH	N	N	SPLIT		
480 EAST 36TH ST. (W/S 300' N, MOHAWK)	04/22/93	STORM DAMAGE	14"	NORWAY MAPLE	N	N	SPLIT		

DISTRICT # FOUR LIST # 4B

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	REASON TO REMOVE	UTILITIES	DATE STUMPED
282 EAST 27TH ST. (W/S 300' S, BRUCEDALE)	04/23/93	GRID 78 COL. M. '93	24"	SUGAR MAPLE	Y SPLIT		
[REDACTED]							
[REDACTED]							
[REDACTED]							JUN 15 1993
[REDACTED]							JUL 07 1993
31 QUESTER CRT. (E/S 150' S, S/L QUAKER)	04/23/93	STORM DAMAGE	12"	GREEN ASH	N N SPLIT		
23 MILLEN AVE. (E/S 200' N, BRUCEDALE)	04/23/93	STORM DAMAGE	30"	CHESTN.	N N SPLIT		
35 BRETT CRT. (W/S 60' N, S/L BIRCHVIEW)	04/23/93	STORM DAMAGE	6"	WHITE WSH	N N SPLIT		
11 EASTER CRT. (S/S 60' W, E/L ELMORE)	04/23/93	STORM DAMAGE	10"	WHITE ASH	N N SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 4B

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	PR	REASON TO REMOVE	UTILITIES	DATE STUMPED
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
1350 LIMERIDGE RD. E.(S/S 125'- 400' E, U. KENILWORTH)	04/27/93	STORM DAMAGE	2-8" 8"	SUN. LOC WH. ASH	N	N SPLIT		
67 BIRCHCLIFFE CRES. (E/S, W/L OPP. BLOOR ST.)	04/27/93	BLOWER DAMAGE	5" 8"	SKY. JUNIPERS	N	N SPLIT		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
26 ROWENA CRT. (N/S 225' W, E/L QUAKER)	04/28/93	STORM DAMAGE	14"	CHINESE ELM	Y	Y SPLIT		
27 ROWENA CRT. (S/S 225' W, E/L QUAKER)	04/28/93	STORM DAMAGE	10"	GREEN ASH	N	N SPLIT		
6 QUESTOR CRT. (S/W COR. AT S/L QUAKER)	04/28/93	STORM DAMAGE	6"	GLOBE MAPLE	N	N SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR

LIST # 4B

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	S B C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
559 QUEEN VICTORIA DR. (W/S 75' S, S/L QUAKER)	04/28/93	STORM DAMAGE	6"	WHITE ASH	Y	Y	SPLIT		
OPP. 12 ROCHELLE AVE. (E/S 50' S, S/L Q. VICTORIA)	04/28/93	STORM DAMAGE	8"	NORWAY MAPLE	N	N	SPLIT		
219 SOUTHBEND RD. E. (N/S 60' W, E 13TH ST.)	04/28/93	STORM DAMAGE	26"	GPSIRE LINDEN	N	N	SPLIT		
440 EAST 13TH ST. (W/S 40' S, CALLIE)	04/28/93	STORM DAMAGE	14"	MOUNT. ASH	N	N	SPLIT		
LINDEN PARK CHURCH (S/E COR. EBEND/LEAVENSDEN)	04/28/93	STORM DAMAGE	14"	WHITE ASH	N	N	SPLIT		
352 EAST 17TH ST. (W/S 150' S, INCHLEE)	04/28/93	STORM DAMAGE	14'	WHITE ASH	N	N	SPLIT		
357 EAST 17TH ST. (E/S 250' S, INCHLEE)	04/28/93	STORM DAMAGE	6"	GLOBE MAPLE	N	N	SPLIT		
199 EAST 21ST ST. (E/S 150' S, QUEENSDALE)	04/28/93	STORM DAMAGE	36"	SILVER MAPLE	Y	Y	SPLIT		
414 QUEEN VICTORIA DR. S/LEG ON N/S (130' N OF QUAY COURT	04/29/93	STORM DAMAGE	2-10"	NORWAY MAPLE	N	N	SPLIT		

DISTRICT # FOUR LIST # 4B

[illegible]

TREE REMOVALS FOR THE YEAR 1993

ISTRICT # FOUR

LIST # 5A

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	SIZE	REASON TO REMOVE	UTILITIES	DATE SHUMMED
656 U. WENTWORTH ST. (W/S 250' N, VICKERS)	May 4, 1993	STORM DAMAGE	10"	FLOWER CRAB	N	SPLIT		
550 U. GAGE AVE. (W/S 150' N, FENNEL)	May 4, 1993	STORM DAMAGE	24"	JAPAN. CHERRY	N	SPLIT		
493 QUEEN VICTORIA DR. (S/E COR. S/L QUEEN VIC. & W/L RIDLEY)	May 4, 1993	STORM DAMAGE	8"	WHITE ASH	N	SPLIT		
563 QUEEN VICTORIA DR. (W/S, W/L 400' N, QUAIL)	May 4, 1993	STORM DAMAGE	8"	GREEN ASH	N	SPLIT		
39 RANGEVIEW CRT. (E/S 500' S, REDBURY)	May 4, 1993	STORM DAMAGE	8"	GLOBE MAPLE	N	SPLIT		
11 JAMIE ANN ST. (N/E COR. AT N/L SOLOMEN)	May 4, 1993	STORM DAMAGE	4"	WHITE ASH	N	SPLIT		
19 JAMIE ANN CRT. (S/E COR. AT N/L SOLOMEN)	May 4, 1993	STORM DAMAGE	6"	WHITE ASH	N	SPLIT		
1340 U. SHERMAN AVE. (W/S 300' S, RUBY)	May 4, 1993	STORM DAMAGE	24"	BLACK WALNUT	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

ISTRICT # FOUR LIST # 5A

LOCATION	DATE FOLLOPED	COMMENTS	DBH	SPECIES	REASON TO REMOVE	UTILITIES	DATE STUMPED
188 EAST 11TH ST. (W/S 300' S, QUEENSDALE)	May 4, 1993	STORM DAMAGE	26"	WHITE ASH	N SPLIT		
2 CLONMORE AVE. (W/S 60' S, MOHAWK)	May 4, 1993	STORM DAMAGE	16"	WHITE PINE	N SPLIT		
1527 U. GAGE AVE. (E/S 500' S, ROYAL VISTA)	May 5, 1993	STORM DAMAGE	14"	CHINESE ELM	N SPLIT		
14 VILLA CRES. (W/S 200' S, ANNA CAPRI)	May 5, 1993	STORM DAMAGE	10"	WHITE ASH	N SPLIT		
1540 U. GAGE AVE. (W/S 140' N, ERMINA)	May 5, 1993	STORM DAMAGE	4-8"	CAROL. POPLAR	Y SPLIT		
27 RANGEVIEW CRT. (E/S 400' S, REDBURY)	May 5, 1993	STORM DAMAGE	18"	WHITE ASH	Y SPLIT		
[REDACTED]							JUL 07 1993
OPP. 586 STONECHURCH RD. E. (N/S 550' E, REDMOND)	May 5, 1993	STORM DAMAGE	12" 14"	CH. ELM HAWTH.	Y SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR

LIST # 5A

LOCATION	DATE TOPPED	COMMENTS	CAL.	SPECIES	S E R I E S	P R I O R I T Y	REASON TO REMOVE	UTILITIES	DATE STUMPED
656 U. WENTWORTH ST. (W/S 250' N, VICKERS)	May 4, 1993	STORM DAMAGE	10"	FLOWER CRAB	N	N	SPLIT		
550 U. GAGE AVE. (W/S 150' N, FENNELL)	May 4, 1993	STORM DAMAGE	24"	JAPAN. CHERRY	N	N	SPLIT		
493 QUEEN VICTORIA DR. (S/E COR. S/L QUEEN VIC. & W/L RIDLEY)	May 4, 1993	STORM DAMAGE	8"	WHITE ASH	N	N	SPLIT		
563 QUEEN VICTORIA DR. (W/S, W/L 400' N, QUAIL)	May 4, 1993	STORM DAMAGE	8"	GREEN ASH	N	N	SPLIT		
39 RANGEVIEW CRT. (E/S 500' S, REDBURY)	May 4, 1993	STORM DAMAGE	8"	GLOBE MAPLE	N	N	SPLIT		
11 JAMIE ANN ST. (N/E COR. AT N/L SOLOMEN)	May 4, 1993	STORM DAMAGE	4"	WHITE ASH	N	N	SPLIT		
19 JAMIE ANN CRT. (S/E COR. AT N/L SOLOMEN)	May 4, 1993	STORM DAMAGE	6"	WHITE ASH	N	N	SPLIT		
1340 U. SHERMAN AVE. (W/S 300' S, RUBY)	May 4, 1993	STORM DAMAGE	24"	BLACK WALNUT	N	N	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR

LIST # 5A

LOCATION	DATE HOPPED	CONVENIENCE	CAL	SPECIES	S E C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
188 EAST 11TH ST. (W/S 300' S, QUEENSDALE)	May 4, 1993	STORM DAMAGE	26"	WHITE ASH	N	N	SPLIT		
2 CLONMORE AVE. (W/S 60' S, MOHAWK)	May 4, 1993	STORM DAMAGE	16"	WHITE PINE	N	N	SPLIT		
1527 U. GAGE AVE. (E/S 500' S, ROYAL VISTA)	May 5, 1993	STORM DAMAGE	14"	CHINESE ELM	N	N	SPLIT		
14 VILLA CRES. (W/S 200' S, ANNA CAPRI)	May 5, 1993	STORM DAMAGE	10"	WHITE ASH	N	N	SPLIT		
1540 U. GAGE AVE. (W/S 140' N, ERMINA)	May 5, 1993	STORM DAMAGE	4-8"	CAROL. POPLAR	Y	Y	SPLIT		
27 RANGEVIEW CRT. (E/S 400' S, REDBURY)	May 5, 1993	STORM DAMAGE	18"	WHITE ASH	Y	Y	SPLIT		
36 EVERTON PL. (W/S RENDELL BLVD 40'-80' S, EVERTON)	May 5, 1993	STORM DAMAGE	3-16"	FLOWER CRABS	Y	Y	SPLIT		
OPP. 586 STONECHURCH RD. E. (N/S 550' E, REDMOND)	May 5, 1993	STORM DAMAGE	12" 14"	CH. ELM HAWTH.	Y	Y	SPLIT		

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR

LIST # 5A

LOCATION	DATE TOPPED	COMMENTS	DBH	SPECIES	STATUS	REASON TO REMOVE	UTILITIES	DATE STUMPED
S/S 62 BILLINGTON CRES. (E/S, E/L 50' N, S/L BILLINGTON)	May 11, 1993	STORM DAMAGE	4"	KENT. COFFEE	N N	SPLIT		
393 EAST 21ST ST. (E/S 230' N, FRANKLIN)	May 11, 1993	STORM DAMAGE	10"	WHITE ASH	N N	SPLIT		
[REDACTED]								JUN 28 1993
62 CARMEN AVE. (S/S N/LEG 150' W OF E/LEG OF CAMEO)	May 14, 1993	STORM DAMAGE	14"	NORWAY MAPLE	N N	SPLIT		

DISTRICT # FOUR LIST #5B

[illegible]

TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR

LIST # 6a

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	S B C	P R I	REASON TO REMOVE	UTILITIES	DATE STUMPED
[REDACTED]									
54 MT. PARK AVE. (W/S BELWOOD ST. 30 & 45' S, MT. PARK AVE.)	June 8, 1993		2	OLD STUMPS	N	N	STORM DAMAGE		
[REDACTED]									
[REDACTED]									
176 EAST 44TH ST. (W/S 100' N, NINTH)	June 14, 1993		10"	WHITE ASH	Y	N	STORM DAMAGE		
[REDACTED]									
410 CROCKETT ST. (W/S EAST 39TH 100' S, CROCKETT)	June 15, 1993	REMOVED BY H.O	10"	MANIT. MAPLE	N	N	SPLIT		
74 DAVID AVE. (W/S 50' N, CALLIE)	June 15, 1993	REMOVED BY H.O	20"	FLOWER CHERRY	N	N	SPLIT		

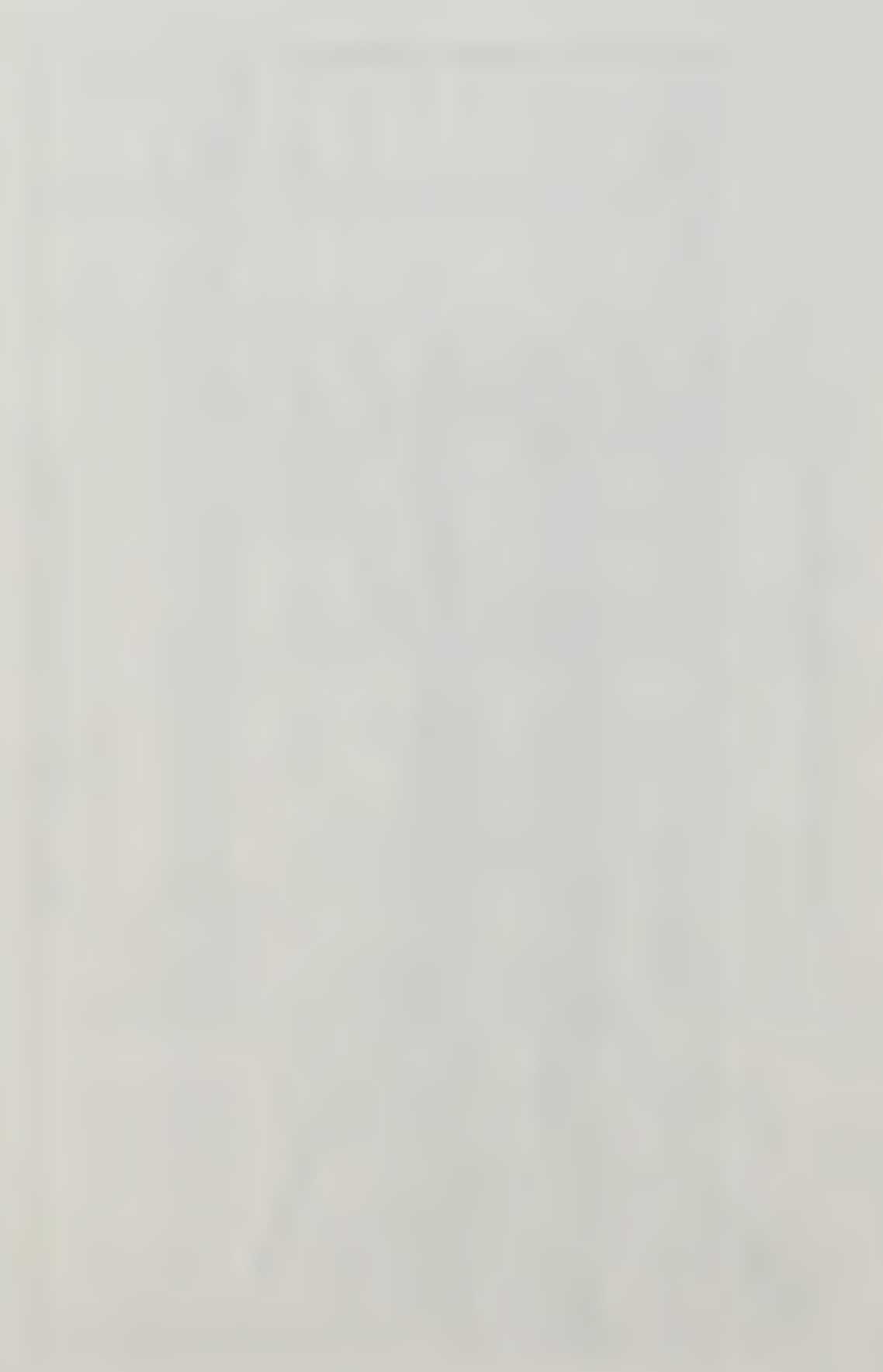
TREE REMOVALS FOR THE YEAR 1993

DISTRICT # FOUR LIST # 6b

LOCATION	DATE TOPPED	COMMENTS	CAL	SPECIES	SEC	REASON TO REMOVE	UTILITIES	DATE STUMPED
281 EAST 34TH ST. (E/S 150' N, FENNELL)	June 18, 1993	S'94 M.S ASH	12"	NORWAY MAPLE	N	POOR COND.		
348 MT. BROW BLVD. (W/S, E/L 1000' N, MARGATE)	June 18, 1993	S'94 IVORY S.	12"	GRS... ...DEN	N	DEAD		
411 EAST 19TH ST. (E/S 40' N, VICKERS)	June 18, 1993			WHITE ASH	Y	POOR COND.		
289 EAST 27TH ST. (E/S 300' N, FENNELL)	June 18, 1993	AL... ...REQUEST	30"	TREE OF HEAVEN	Y	POOR COND.		
30 EAST 25TH ST. (W/S 250' N, CROCKETT)	June 18, 1993		24"	ACER RUBRUM	Y	POOR COND.		
65 LECLAIRE ST. (N/E COR W/L LECLAIRE & LIONSGATE)	June 22, 1993	S'94 GLOBE MAPLE	10"	SUN... LOCUST	N	DEAD		
96 CAMEO AVE. (E/S, E/L 50' N, CARMICHAEL)	June 23, 1993		10'	HAWTH.	Y	POOR COND.		
31 PARK AVE. (S/S 80' W, PARKSTONE)	June 23, 1993		12"	WHITE ASH	N	POOR COND.		

LIST # 1S17

[illegible]



6a)

CITY OF HAMILTON
- RECOMMENDATION -

RECEIVED

JUL 12 1993

CITY CLERKS

DATE: 1993 July 09

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

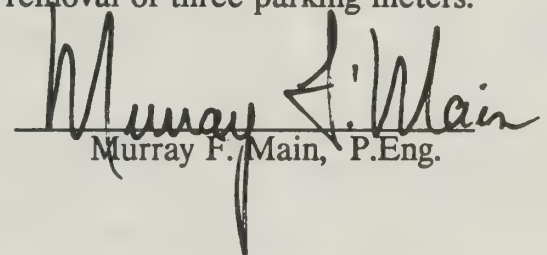
North Side of Rebecca Street between John Street North and Catharine Street North -
Request for additional Taxi Stands. [TEC-162-93]

RECOMMENDATION:

That no action be taken on the request for additional Taxi Stands on Rebecca Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There would be an undetermined loss of revenue by the removal of three parking meters.


Murray F. Main, P.Eng.

BACKGROUND:

The Secretary of the Finance and Administration Committee has asked the Secretary of the Transport and Environment Committee to have the Traffic Department investigate a request from the Taxi Advisory Committee, that three additional taxi stand spaces be implemented on the north side of Rebecca Street in front of the bus terminal.

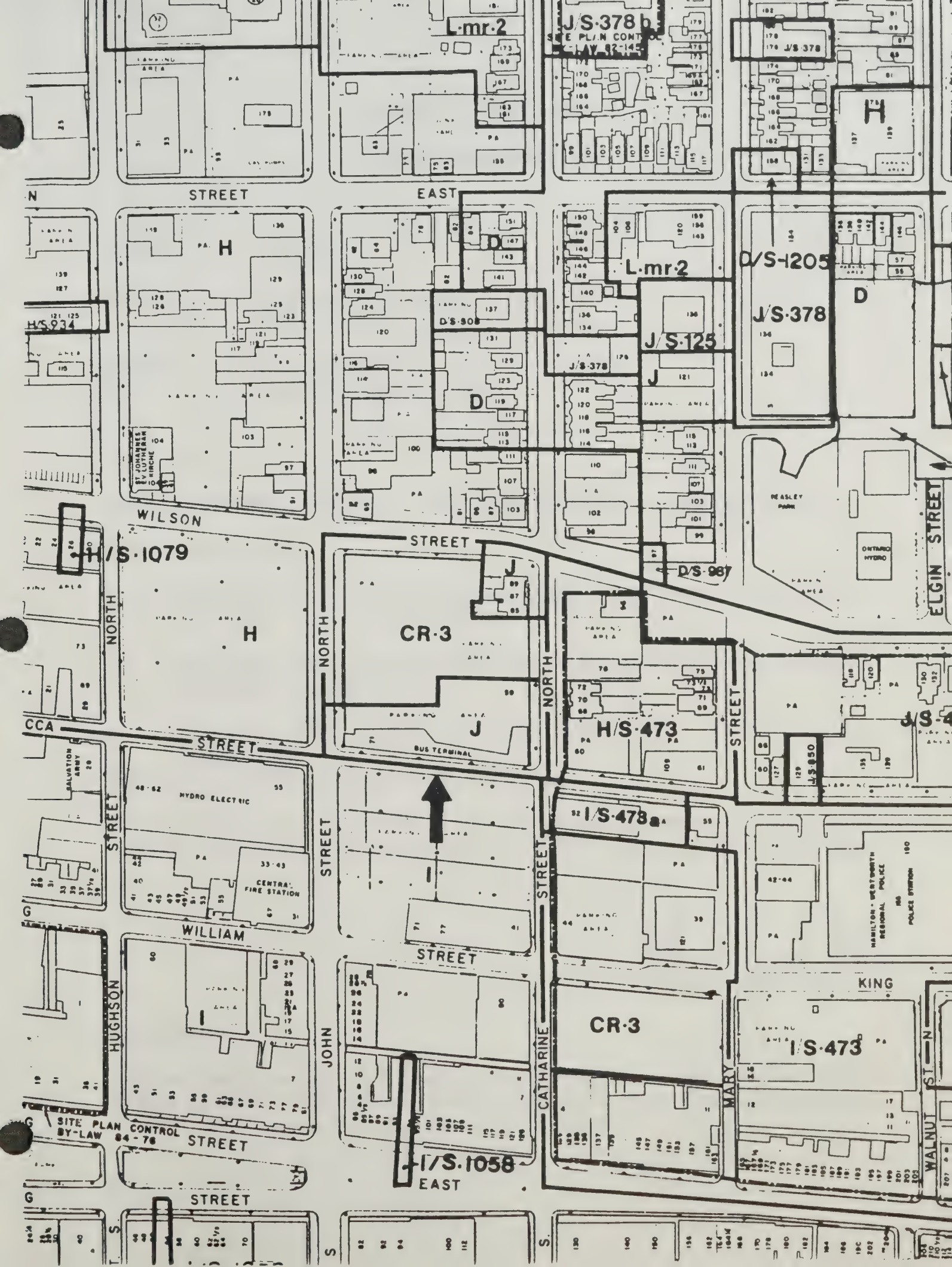
In 1989, City Council approved a recommendation to establish a taxi stand which would accommodate two spaces on the north side of the street in this area. In 1990, City Council approved a recommendation to increase the length of this taxi stand to accommodate a total of four spaces. The Taxi Advisory Committee is now requesting that three parking meters be removed and that this taxi stand be lengthened to accommodate a total of seven spaces.

Presently, there are seven metered parking spaces and four taxi stand spaces on the north

side of Rebecca in this area. The loss of three more metered parking spaces would likely result in complaints related to a lack of convenient short-term on-street parking and loading for private vehicles. The Traffic Department has already received a few calls from the public expressing concern that there are insufficient spaces for the public, and that the spaces reserved for taxis are often empty or under-utilized.

For the above-mentioned reasons, the Traffic Department does not support the request for additional taxi stand spaces in this area.

CVB/ca



6b)

CITY OF HAMILTON
- RECOMMENDATION -

RECEIVED

JUL 12 1993

DATE: 1993 July 6

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

CITY CLERKS

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

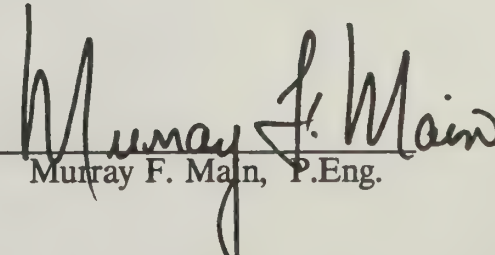
Opening of Harbour Front Park - Traffic Control on Bay Street North [TEC-155-93]

RECOMMENDATION:

- a) That the northbound and southbound stop signs on Bay Street North at Strachan Street and at Simcoe Street be removed; and
- b) That a three-way stop control be implemented at the intersection of Bay Street North and Harbour Front Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


Murray F. Main, P.Eng.

BACKGROUND:

Work has been proceeding on the harbour front park and a new public highway named Harbour Front Drive has been constructed to intersect Bay Street North. Harbour Front Drive will provide access to the park and to the waterfront.

Harbour Front Drive is in the block between Strachan Street and Ferrie Street, at its intersection with Bay Street. Presently, the intersections of Strachan Street and Simcoe Street with Bay Street are controlled with three-way stop control and are only 350 feet apart. Since the major traffic flow on this street will emanate from the new park, it is preferable that the intersection of Bay Street and Harbour Front Drive be controlled with three-way stop control, and that the existing stop signs on Bay Street at Strachan and at Simcoe Street be removed, because of the proximity to the new intersection.

This measure will assist in optimizing traffic flow to and from the harbour front park.

The subject intersection is presently controlled by three-way stop control, as a result of the harbourfront development which has eliminated the westerly leg of the intersection. The Harbourfront Development has also resulted in the construction of a new roadway, Harbourfront Drive, which intersects with Bay Street at a point immediately north of the Strachan Street intersection. The result is that there is now a stop on Bay Street a few feet away from the new Harbourfront Drive entrance to the park, which creates a conflict. The vehicles stopped at the Strachan Street stop sign back up across Harbourfront Drive, thereby blocking egress from the park. For this reason, it is appropriate to remove the stop signs from Bay Street at Strachan Street.

When the stop signs are removed, there will still be four stop locations on Bay Street in the area between Barton Street and Burlington Street, which is more than sufficient to act as a deterrent to through traffic in the neighbourhood.

MFM/jd



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